Service Bulletin

File in Section: -
Bulletin No.: PI1197
Date: March, 2014

PRELIMINARY INFORMATION

Subject: **2015 Silverado HD and Sierra HD New Model Features and Service Guide**

Models: **2015 Chevrolet Silverado 2500HD-3500HD**
2015 GMC Sierra 2500HD-3500HD
Equipped with Gasoline, V8, 6.0L, SFI, E85 MAX, Iron — RPO L96 and Hydra-Matic™ 6L90 6-Speed Automatic Transmission — RPO MYD
Equipped with Bi-Fuel Gasoline/CNG, V8, 6.0L, SFI, GEN 1 — RPO LC8 and Hydra-Matic™ 6L90 6-Speed Automatic Transmission — RPO MYD
Equipped with Duramax® Diesel, V8, 6.6L, PTI, Turbo — RPO LML and Allison 1000 6-Speed Automatic Transmission — RPO MW7

Bulletin Purpose

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Chevrolet Silverado

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GMC Sierra

The purpose of this bulletin is to help the Service and Sales Department personnel become familiar with some of the new features on the 2015 Silverado 2500HD-3500HD and Sierra 2500HD-3500HD trucks.

About the Vehicle

The new 2015 Silverado 2500HD-3500HD and Sierra 2500HD-3500HD pickup trucks feature many of the same enhancements that made their debut on the 2014 Silverado 1500LD and Sierra 1500LD trucks, including the next generation Chevrolet MyLink™ and GMC IntelliLink™ system, segment first safety technologies and cargo box innovations.

The HD trucks are equipped with carryover chassis systems and powertrains from the previous generation HD trucks that are proven, powerful and extremely reliable.

Some of the additional, new and/or enhanced features depending on the equipment package of the vehicle are as follows:

– New 6.5-ft and 8-ft boxes with standard CornerStep rear bumpers combined with hand assists built into the box rail protectors, EZ Lift and Lower tailgate, standard upper tie-downs and other features that make cargo handling easier.
– New available box upper tie-down hooks, and under rail LED lighting.

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– An available spray-on bed liner, which bonds to the steel bed to create a permanent and water-tight protection for the box. The spray-on bed liner covers the entire bed surface below the side rails, including the tailgate and front box top rail.
– Standard StabiliTrak® with Trailer Sway Control on all models, including the 3500HD dually and cab chassis.
– Integrated Trailer Brake Control (ITBC) that is compatible with electric and now most electric over hydraulic brake systems.
– Integrated cruise control, auto grade braking, Hill Descent Control (HDC) and Duramax® diesel exhaust braking, for greater driving control and reduced brake wear on grades (if equipped).
– The all new exterior of the vehicles enhances aerodynamics for improved efficiency and increased cooling airflow, which enables the Duramax® diesel and the 6.0L gas and/or 6.0L Bi-Fuel engine to better maintain full and consistent power, even under heavy loads and high ambient temperatures.
– Available auxiliary bank switches on the base model Sierra and the Silverado WT.
– The latest generation Chevrolet MyLink™ infotainment system, which offers a variety of connectivity options for devices of all types and available navigation.
– The latest generation GMC IntelliLink™ infotainment system, which offers a variety of connectivity options for devices of all types and available navigation.

Pre-Delivery Inspection (PDI) and Preparation — Filling the DEF Tank Just Prior to Delivery

Performing a quality pre-delivery inspection (PDI) is one of the most important functions the Service Agent (Dealer) can do for the customer. Most customers consider the condition of their new vehicle during delivery as a direct reflection of the Retailer and their Service Department.

A quality PDI is essential to improving a customer's perception of your facility and increasing his/her satisfaction with their new vehicle.

- The 2015 Silverado HD form is available via Global Connect > Pre-Delivery Inspection Forms > 2015 Chevrolet Pre-Delivery Inspection Forms > 2015 Silverado HD.
- The 2015 Sierra HD form is available via Global Connect > Pre-Delivery Inspection Forms > 2015 GMC Pre-Delivery Inspection Forms > 2015 Sierra HD and Sierra Denali.

These forms contain the same generic PDI steps as before, but also include a section for Special Inspection Items. This Special Inspection Items section is updated frequently and contains special items to look for during the PDI process.

Report any product issues via Field Product Report. Refer to the latest version of Corporate Bulletin Number 02-00-89-002: Information for Dealers on How to Submit a Field Product Report (FPR). Canadian Dealers should refer to the latest version of Corporate Bulletin Number 10-00-89-006: Information for Dealers on How to Submit a Product Information Report (PIR) .

Filling the Diesel Exhaust Fluid (DEF) Tank Just Prior to Delivery

The DEF tank should be filled just **prior** to delivery to the customer. Use only exhaust fluid that is GM approved, or fluid containing the API certified or ISO 22241 label.

The fluid claim should be submitted under the "0590052 PDI Related Fluid Adds" labor operation at the time of DEF fill. Labor for filling the DEF is included in the base PDI time. The PDI add fluids are to be entered in the Net - Miscellaneous field in GWM.

Customer Education

It is imperative that the customer be well informed about the unique features and operational characteristics of their redesigned 2015 heavy duty trucks. For the sales team to be fully prepared, they should thoroughly review this New Model Features and Service Guide and use the Getting to Know Your Vehicle (GTK) guide (available in the U.S. only) as an outline when presenting the vehicle(s) to the customer. Additionally, Service and Parts leadership, Service Writers and Service Technicians should familiarize themselves with these materials to avoid attempting repair of normal operating characteristics.

Available Product Training

The majority of the systems found on the Silverado and Sierra are taught in GM’s core curriculum from a conceptual theory and operation perspective.

New CNG Training Course: 16240.62W CNG Fuel Systems

To access **all** of the available training courses visit the following website:

- In the United States go to > www.centerlearning.com

  and/or

  Go to > Product Training > Launch Programs > Silverado or Sierra. Be sure to review the: GMC ProductSource Website - B50PS.M10W for information regarding diesel exhaust fluid (DEF) , Diesel Exhaust Brake and other important features.
- In Canada go to > www.gmprocanada.com

Available Engines — Recommended Fuel

Gasoline, V8, 6.0L, SFI, E85 MAX, Iron — RPO L96

Regular Unleaded Gasoline to Use: Use regular unleaded gasoline meeting ASTM specification D4814 with a posted octane rating of 87 or higher. Do not use unleaded gasoline with an octane rating below 87, as it may cause engine damage and will lower fuel economy.

Engine Performance Specifications:

– Silverado HD: 360 hp (268 kW) @ 5400 rpm and 380 lb-ft (515 Nm) @ 4200 rpm.
– Sierra HD: 360 hp (268 kW) @ 5400 rpm and 380 lb-ft (515 Nm) @ 4200 rpm
– Silverado HD > 10,000 lbs: (Cab Chassis Models Only) 322 hp (240 kW) @ 4400 rpm and 380 lb-ft (515 Nm) @ 4200 rpm

  In Canada, these engines are rated at 335 hp (250 kW)
– Sierra HD > 10,000 lbs: (Cab Chassis Models Only) 322 hp (240 kW) @ 4400 rpm and 380 lb-ft (515 Nm) @ 4200 rpm

  In Canada, these engines are rated at 335 hp (250 kW)

Bi-Fuel Gasoline/CNG, V8, 6.0L, SFI, GEN 1 — RPO LC8

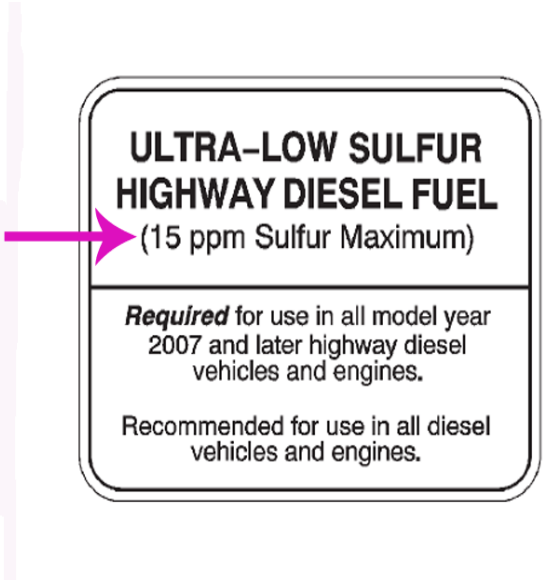
Regular Unleaded Gasoline to Use: Use regular unleaded gasoline meeting ASTM specification D4814 with a posted octane rating of 87 or higher. Do not use unleaded gasoline with an octane rating below 87, as it may cause engine damage and will lower fuel economy.

CNG Fuel to Use: The general marketplace fuel quality of CNG for motor vehicles in the state of California should be in compliance with Title 13 California Code of Regulations, Section 2292.5. The remaining regions of North America do not employ regulated fuel quality standards for general marketplace vehicle usage, however, fuel is available at both private and public filling stations. General Motors recommends the use of natural gas fuel from fueling stations designed for providing fuel for motor vehicle use.

Engine Performance Specifications:

– Silverado HD: When using gasoline: 360 hp (268 kW) @ 5400 rpm and 380 lb-ft (515 Nm) @ 4200 rpm
– Silverado HD: When using CNG: 301 hp (225 kW) @ 5000 rpm and 333 lb-ft (452 Nm) @ 4200 rpm
– Sierra HD: When using gasoline: 360 hp (268 kW) @ 5400 rpm and 380 lb-ft (515 Nm) @ 4200 rpm
– Sierra HD: When using CNG: 301 hp (225 kW) @ 5000 rpm and 333 lb-ft (452 Nm) @ 4200 rpm

Duramax® Diesel, V8, 6.6L, PTI, Turbo — RPO LML



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Notice: **Look for diesel fuel dispensers with this 15 ppm Sulfur Maximum Label. Permanent damage can occur to the Diesel Particulate Filter (DPF) or related components if the required Ultra Low Sulfur Diesel Fuel is not used. This damage would not be covered by the vehicle warranty.**

Diesel Fuel to Use in The United States: Use only diesel fuel with an ultra low sulfur content of 15 ppm, maximum. Use diesel fuel that meets ASTM specification D 975, Grades No. 2-D or No. 1-D S15, also known as Ultra Low Sulfur Diesel. Contact a fuel suppler for any questions.

Biodiesel Blends to Use in The United States: Use biodiesel blends that meet the ASTM specification D6751. Blends up to B5 must meet ASTM D975 Grades No. 2-D or No. 1-D S15 Ultra Low Sulfur Diesel. Blends containing more than 5% and up to 20% biodiesel must meet ASTM specification D7467 Biodiesel blend, B6 - B20.

Diesel Fuel to Use in Canada: Use only diesel fuel with ultra low sulfur content, 15 ppm maximum. Use diesel fuel that meets CAN/CGSB-3.517 specification in Canada. Biodiesel blends that meet the CAN/CGSB-3.522 specifications up to 20% (B20) can be used. Avoid the use of biodiesel blends above 20%, as they may damage the engine and fuel system. Contact a fuel supplier for questions about fuel.

Biodiesel Blends to Use in Canada: Biodiesel blends that meet the CAN/CGSB-3.522 specifications up to 20% (B20) can be used. Avoid the use of biodiesel blends above 20%, as they may damage the engine and fuel system.

Diesel Fuel to Use in Mexico: Use diesel fuel specification NOM-086 Pemex UBA, which meets the Ultra Low Sulfur Diesel fuel requirement of 15 ppm sulfur maximum. This fuel is not available in all regions of Mexico.

Engine Performance Specifications:

– Silverado HD: 397 hp (296 kW) @ 3000 rpm and 765 lb-ft (1037 Nm) @ 1600 rpm
– Sierra HD: 397 hp (296 kW) @ 3000 rpm and 765 lb-ft (1037 Nm) @ 1600 rpm

Duramax® Elevated Cold Engine Idle Feature

The elevated cold engine idle feature for diesel can be toggled **ON** or **OFF** using the following procedure. The DIC selection method is not available.

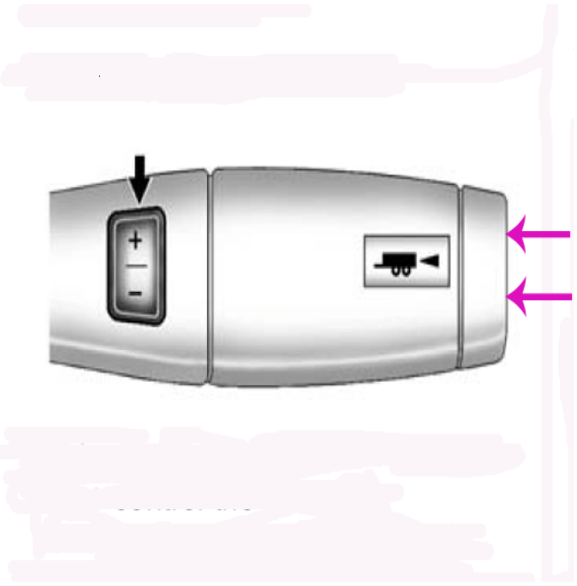
To turn this feature **ON** or **OFF:**

1. Turn the ignition to **ON/RUN**, with the vehicle **OFF**.
2. Press the accelerator pedal to the floor and hold while quickly pressing the brake pedal three times in less than eight seconds.
3. Release the accelerator pedal and start the engine.

Transmissions — Transfer Cases

Hydra-Matic™ 6L90 6-Speed Automatic Transmission — RPO MYD

The Hydra-Matic™ 6L90 6-speed automatic has the following features:



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– Tow/Haul Mode adjusts the transmission shifts to reduce shift cycling, such as when towing or hauling heavy loads or driving on steep grades. Press the Tow/Haul Mode button on the **end** of the shift lever to turn the system **ON** or **OFF**.
– Tow/Haul Mode Grade Braking is only enabled while the Tow/Haul Mode is selected and the vehicle is not in the Range Selection Mode.
– Manual Mode — Range Selection Mode, if equipped helps control the vehicle's transmission and vehicle speed while driving downhill or towing a trailer by letting you select a desired range of gears. To use this feature:

3.1. Move the shift lever to **M** (Manual Mode).

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3.2. Press the **plus/minus** buttons on the shift lever to select the desired range of gears for current driving conditions.

The transmission will be limited to the gear selected and lower gears. If vehicle speed is too high or too low for the requested gear, the shift will not occur.

Allison 1000 6-Speed Automatic Transmission — RPO MW7

The Allison 1000 6-speed automatic has the following features:

– Tow/Haul Mode that reduces shift cycling for better control and improved cooling when towing or hauling heavy loads.
– Driver Shift Control (DSC) with tap-up/tap-down shifting.
– An available power take off (PTO) with a class leading 250 lb ft (339 Nm) of torque. The PTO is only available on 3500HD Cab Chassis vehicles.

Transfer Cases

The following transfer cases are available:

– Transfer Case – Manual Shift Control, Two Speed, Aluminum with floor mounted shifter — RPO NQG
– Transfer Case – Electric Shift Control, Two Speed, Aluminum with rotary dial controls — RPO NQF

Transfer Case Noise

Notice: **Driving on clean, dry pavement in Four-Wheel Drive High or Four-Wheel Drive Low for an extended period of time may cause premature wear on the vehicle's powertrain. The damage would not be covered by the vehicle warranty.**

The transfer cases for the HD trucks are carryover. Some customers may notice noise when operating in 4WD especially on high traction surfaces such as dry pavement. While it is understood that operational noise is not preferred, the transfer cases use heavy duty components in the interest of durability over quietness.

Power Take-Off (PTO) Operation and Instrument Cluster Light (3500HD Cab Chassis Vehicles Only)

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3500HD cab chassis vehicles have a Power Take-Off (PTO) light. Under normal operating conditions, the PTO light will remain **ON** throughout the PTO operating cycle. If all conditions required to engage PTO have not been met when enabling PTO, the PTO light will turn **ON**, then turn **OFF** after one second.

Payload and Trailering Capabilities

– **Maximum Payload 2500HD:** 4,306 lbs (1,953 kg)
– **Maximum Conventional Trailering 2500HD:** 14,500 lbs (6,577 kg)
– **Maximum 5th Wheel Trailering 2500HD:** 17,900 lbs (8,119 kg)
– **Maximum Payload 3500HD:** 7,374 lbs (3,345 kg)
– **Maximum Conventional Trailering 3500HD:** 19,600 lbs (8,890 kg)
– **Maximum 5th Wheel Trailering 3500HD:** 23,200 lbs (10,523 kg)

Overview of Bi-Fuel Gasoline/CNG Operation

Overview

Notice: **The Bi-Fuel Gasoline/CNG engine is currently only available in the 2500HD models.**

The bi-fuel gasoline/CNG 6.0L V8 — RPO LC8 is very similar to past Model Years, with the exception of new switchgear and messaging with the gauges and the DIC. The engine is equipped with special hardened valves and valve seats to enable operation on gasoline or compressed natural gas (CNG), and will be available in all three models of the new Silverado 2500HD and Sierra 2500HD: Regular Cab, Crew Cab and Double Cab (replaces the Extended Cab). Chevrolet and GMC continue to work with a second-stage manufacturer to offer a single-source option for its CNG vehicles. The bi-fuel trucks are built with the specially designed engine, the fuel system is installed by GM's Tier One supplier, and the completed vehicle is delivered directly to the customer. This process makes ordering the bi-fuel option as seamless as ordering a truck powered by gas or diesel, and ensures the highest level of durability, reliability and safety.

CNG Indicator Lamp

The CNG indicator lamp on the CNG fuel selector switch in the center stack shows the current fuel mode, indicates a transition between fuels and if there is a system error.

- **Off:** Vehicle is currently operating on gasoline.
- **On:** Vehicle is currently operating on CNG.
- **Flashing Slowly (Once per Second):** Vehicle is awaiting changeover to selected fuel or has started the changeover.
- **Flashing Rapidly (10 Times per Second):** CNG system error. The light will continue to flash rapidly until the problem is corrected. See your Dealer.

CNG Fuel Selector Switch

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Whichever mode is selected, gasoline or CNG the vehicle always starts on gasoline. When the ignition is in **ON/RUN**, press the CNG fuel selector switch to select between gasoline and CNG.

When CNG mode is selected, the vehicle will automatically transition from gasoline to CNG when conditions for CNG operation have been met.

While waiting to transition, the fuel operation indicator lamp will be flashing at a rate of once per second. If the vehicle is turned **OFF** in gasoline mode, when started it will remain in gasoline mode until the fuel selector switch is pressed. At temperatures colder than 32°F (0°C), it may take 10 to 15 minutes for the vehicle to switch from gasoline to CNG. If the fuel selector switch is pressed to switch to gasoline from CNG while driving, the engine will change to gasoline operation. If operating in CNG mode and the CNG tank is emptied, the vehicle will automatically switch to gasoline operation and the indicator light will flash continuously. Press the CNG fuel selector switch to stop the indicator light flashing.

⇒ If the vehicle is heavily loaded, such as when towing a trailer up a grade, it may be prevented from switching to CNG. Once the high loads are no longer present, the system will switch.

Always keep the gasoline tank at least one-quarter full. It is very important not to run the gasoline tank out of fuel. The system will not switch over to CNG operation if the engine stalls while running on gasoline.

If the vehicle runs out of CNG fuel, it will automatically switch over to gasoline operation. For normal CNG operation, fill the CNG fuel storage system until the fuel gauge or DIC fuel level indicator displays at least one-quarter full.

Fuel Gauge Operation

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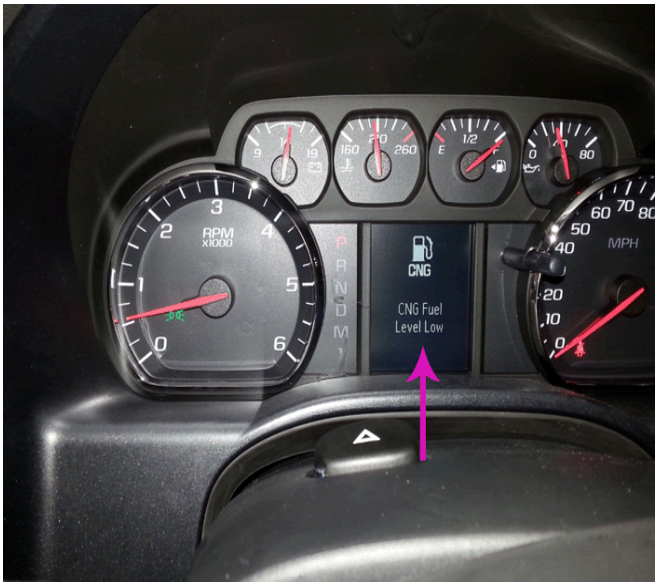

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The vehicle has a gasoline/CNG fuel gauge. When the ignition is **ON**, the gasoline/CNG fuel gauge indicates approximately how much fuel is left in the tank. When the engine is **running**, the fuel gauge displays the level for the type of fuel that is currently being used. The fuel level for the second fuel that is not being used (gasoline or CNG) is displayed in the Driver Information Center (DIC). CNG quantity is affected by changes in fuel temperature and fuel pressure.

– **Gasoline Fuel Level:** While operating on CNG, the gasoline fuel level can be viewed in the DIC.
– **CNG Fuel Level:** While operating on gasoline, the CNG fuel level can be viewed in the DIC.

Blue Diamond-Shaped CNG Label

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There is an identifying blue diamond-shaped CNG label on the rear of the vehicle. Do not remove this label. This label is necessary for compliance with NFPA-52 regulations. Driving without this label may violate the laws or regulations in some states. Replacement labels can be ordered from your Dealer.

CNG Fuel Tank Shield

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Warning: The CNG tank shield protects the fuel tank in a crash and from road hazards. Operation with the shield removed may result in tank damage that could result in a rupture or possible explosion of the tank. You or others could be injured or even killed. If you must remove a tank shield for any reason, e.g., tank inspection or vehicle repair, always reinstall the shield before operating the vehicle.

Adding accessories or making modifications to the vehicle, including to the CNG tank shields, could cause a malfunction or damage and would not be covered by the vehicle warranty.

To avoid damage to any fuel tanks and reduce the risk of explosion, all tank shields **MUST** be present. Do not drill, modify, attach accessories, or use shields as a work surface. Do not use fire near shields or tanks.

CNG Fuel Tank Inspection

The CNG system requires the following inspection every 60 000 km (36,000 mi) or 36 months, whichever occurs first: Visual inspection of the CNG fuel tank by a CSA International-certified inspector or authorized GM Dealer. For more information, see your Dealer or visit: http://www.csa-international.org

CNG Fuel Tank Fuel Fill Valve/Receptacle — Manual Shut-Off

Notice: **Do not add anything to the vehicle that will cover the CNG fuel storage system or restrict access to the manual shutoff valve.**

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Before filling either fuel tank, turn **OFF** the engine.

The CNG fuel tank fuel fill valve/receptacle (2) is behind the fuel door on the driver side of the CNG tank shield in the pickup bed.

The manual shutoff (1) is near the CNG tank fuel fill valve/receptacle (2) on the driver side of the tank shield in the pickup bed. A label is on the outside of the vehicle near the manual shutoff. **Do not** remove this label.

To turn **OFF** the CNG fuel, turn the manual shutoff lever (1) one-quarter turn clockwise.

CNG Fuel Tank Refueling Procedure

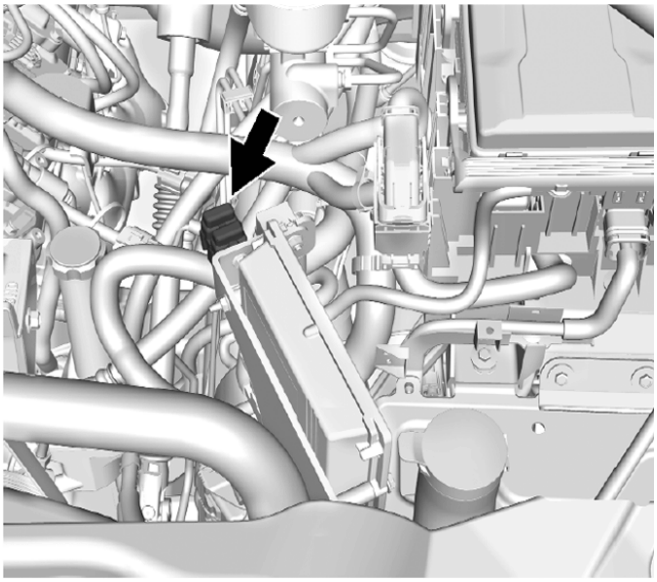
There are two methods of refueling: fast filling or slow filling. Fast filling is normally used in fuel stations for natural gas vehicles. It takes about six to eight minutes to fill up the fuel tank. Slow filling is done with a vehicle refueling appliance or a time-fill post provided by the fleet operator. Refueling time varies depending upon the refueling system used.

Consult with the refueling station attendant or system provider. Always observe all safety recommendations and operating instructions on the refueling equipment. When refueling, use a fuel fill nozzle that complies with ANSI/CSA-NGV 1-2006 standards. Nozzles are designed according to their maximum fill pressure: P30 (blue handle) for 3,000 psi (20,684 kPa) and P36 (yellow handle) for 3,600 psi (24,800 kPa). The maximum fill pressure is 3,600 psi (24,800 kPa). Refuel with a yellow P36 nozzle where available. Using a blue P30 nozzle will provide a partial fill only.

Depending on CNG fill station equipment/performance and environmental conditions, CNG fill volume will vary. This will affect overall vehicle range.

Put the vehicle into **P** (Park) and turn **OFF** the engine prior to refueling. Remove the dust cap from the fuel fill valve/receptacle (2), clean off **any** dirt or debris on the fuel fill valve/receptacle (2), and follow the refueling instructions on the pump or provided by the station operator. Refueling will stop automatically when the tank is full. **Wait** for the high pressure fuel to be purged from the hose before disconnecting. See the station operator for information on how the line is purged. To disconnect the vehicle from the refueling station, remove the nozzle from the fuel fill valve/receptacle (2). A hissing sound may be heard as a small amount of natural gas escapes. This is normal. Put the fill valve dust cap on securely and close the fuel fill door.

CNG Specific Fuses — Fuse Location



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The bi-fuel system has two fuses that are part of the engine compartment wiring harness. Both fuses are in a plastic holder that is mounted inside the engine compartment, near the accessory battery tray.

Brakes — New Brake Fluid for 2015

Notice: **DO NOT use any brake fluid other than the part numbers identified in this section.**

The new brake fluid has enhanced corrosion inhibitors and significant improvements in lubricity, engineered to eliminate master cylinder squeak/noise.

- In the United States use GM P/N 19299818
- In Canada use GM P/N 19299819

Brakes — Performance Enhancement Systems and Descriptions

Brakes

The Silverado and Sierra and new to the Dual Rear Wheel trucks and the cab chassis also, are all equipped with a TRW EBC460 4-wheel disc brake antilock brake system (ABS).

The electronic brake control module and the brake pressure modulator are serviced separately. The brake pressure modulator uses a four circuit configuration to control hydraulic pressure to each wheel independently.

Performance Enhancement Systems

Depending on the vehicle equipment, the following additional vehicle performance enhancement systems may be provided:

- Traction Control System (TCS) and StabiliTrak®
- Dynamic Rear Proportioning
- Hill Start Assist (HSA)
- Hill Descent Control (HDC)
- Integrated Trailer Brake Control (ITBC)
- Trailer Sway Control (TSC)

Traction Control System (TCS) and StabiliTrak®

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The vehicles have a Traction Control System (TCS) and StabiliTrak®, an electronic stability control system. These systems help limit wheel spin and assist the driver in maintaining control, especially on slippery road conditions.

Both systems come **ON** automatically when the vehicle is started and begins to move. The systems may be heard or felt while they are operating or while performing diagnostic checks. This is normal and does not mean there is a problem with the vehicle.

1. To turn **OFF** traction control, press and release the Traction Control/Electronic Stability Control button on the center stack. The traction control **OFF** light will display in the instrument cluster.
2. To turn **OFF** both traction control and StabiliTrak®, press and **HOLD** the TC/ESC button until both the TC and ESC indicators illuminate in the instrument cluster and the appropriate DIC message displays.
3. Press and release the button again to turn **ON** both systems.

Dynamic Rear Proportioning

The dynamic rear proportioning is a control system that replaces the mechanical proportioning valve. Under certain driving conditions the electronic brake control module (EBCM) will reduce the rear wheel brake pressure by commanding the appropriate solenoid valves ON and OFF.

Hill Start Assist (HSA)

This vehicle has an HSA feature, which may be useful when the vehicle is stopped on a grade. This feature is designed to prevent the vehicle from rolling, either forward or rearward, during vehicle drive off.

After you completely stop and hold the vehicle in a complete standstill on a grade, HSA will automatically activate. During the transition period between when you release the brake pedal and start to accelerate to drive off on a grade, HSA holds the braking pressure for a maximum of two seconds to ensure that there is no rolling. The brakes will automatically release when the accelerator pedal is applied within the two-second window. If the vehicle is equipped with the Integrated Trailer Brake Control (ITBC) system, HSA may also apply the trailer brakes. It will not activate if the vehicle is in a drive gear and facing downhill or if the vehicle is facing uphill and in R (Reverse). There may be situations on minor hills (less than 5% grade) with a loaded vehicle or while pulling a trailer where HSA will not activate. If you release the brake pedal and then reapply the brake pedal while HSA is activated, the brake pedal typically feels firmer with less pedal travel.

Hill Descent Control (HDC)

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If equipped, HDC can be used when driving downhill. It sets and maintains vehicle speed while descending a very steep incline in a forward or reverse gear. The HDC switch (1) is on the center stack, below the climate controls.

Press the HDC switch (1) to enable or disable HDC. Vehicle speed must be less than 31 mph (50 km/h). The HDC light displays on the instrument cluster when enabled.

HDC can maintain vehicle speeds between 2 and 14 mph (3 and 22 km/h) on an incline greater than or equal to a 10% grade. A blinking HDC light indicates the system is actively applying the brakes to maintain vehicle speed. When HDC is activated, the initial HDC speed is set to the current driving speed. It can be increased or decreased by applying the accelerator or brake pedal. This adjusted speed becomes the new set speed. HDC will remain enabled between 14 and 37 mph (22 and 60 km/h), however vehicle speed cannot be set or maintained in this range. It will automatically disable if the vehicle speed is equal to or greater than 50 mph (80 km/h), or more than 60 km/h (37 mph) for at least 30 seconds. Press the HDC switch again to re-enable HDC.

Integrated Trailer Brake (ITBC) — Control Panel

Notice: **The Integrated Trailer Brake (ITBC) system is compatible with most electric over hydraulic trailer brakes.**

The Integrated Trailer Brake (ITBC) system can be used to adjust the amount of power output, or Trailer Gain, available to the trailer brakes. The control panel is located on the left side of the instrument panel and is used to adjust the amount of output, referred to as Trailer Gain, available to the trailer brakes and allows manual application of the trailer brakes. The Trailer Brake Control Panel is used along with the Trailer Brake Display Page on the DIC to adjust and display power output to the trailer brakes.

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- Adjust the amount of Trailer Gain by pressing the **+/–** adjustment buttons on the control panel.
- Slide the lever to the left on the control panel to manually apply the trailer brakes.

Trailer Sway Control (TSC)

Trailer Sway Control (TSC) will detect any vehicle **yaw (rotation)** instability, caused by unintended side-to-side motion of a trailer while being towed. If the vehicle is towing a trailer and the TSC detects that sway is increasing, the vehicle brakes are selectively applied at each wheel, to help reduce excessive trailer sway. If the vehicle is equipped with the Integrated Trailer Brake Control (ITBC) system, and the trailer has the electric actuated brake system, StabiliTrak® may also apply the trailer brakes. The engine torque may also be reduced, if it is necessary to slow down the vehicle.

Duramax® Diesel Engine Exhaust Brake

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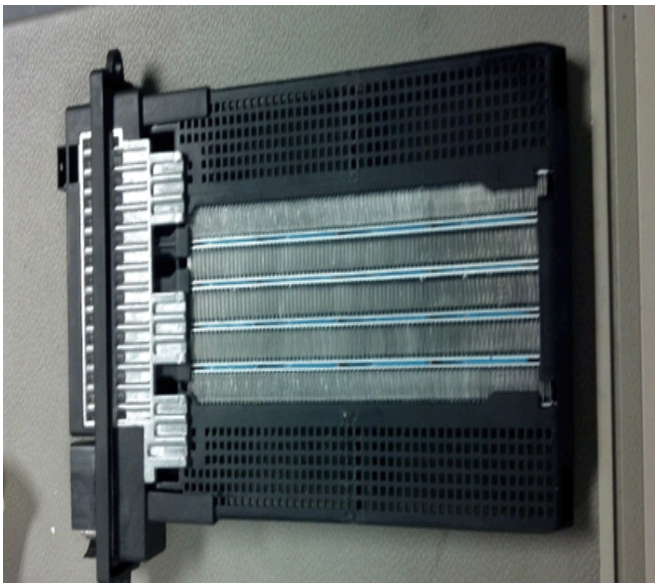
The engine exhaust brake enhances the vehicle brake system and reduces brake lining wear by using engine braking created by the variable vanes in the turbocharger (TC) to smoothly and quietly create additional backpressure in the engine to help slow the vehicle and automatically downshifting the transmission, depending on the length of time the brakes are applied, to help slow the vehicle on downhill grades.

A switch (1) is used to activate the system, and is located below the climate controls in the center of the vehicle instrument panel. The switch must be pressed at each vehicle start for the system to be active. A light in the switch will turn **ON** when the exhaust brake is activated.

1. Press the switch to turn **ON** the exhaust brake. The Driver Information Center (DIC) displays the message EXHAUST BRAKE ON for approximately 10 seconds, then clears.
2. Press the switch again to turn **OFF** the exhaust brake. The Driver Information Center (DIC) displays the message EXHAUST BRAKE OFF for approximately 10 seconds, then clears.

Duramax® Diesel Auxiliary Electric Heater



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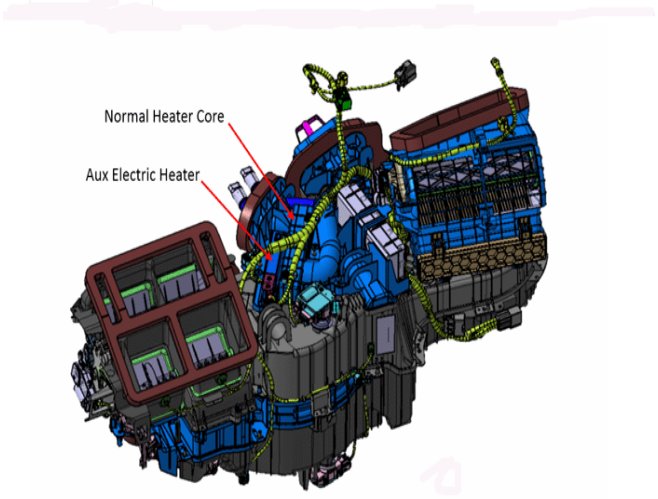

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Standard on the Duramax® diesel is an Auxiliary Electric Heater, also known as a Positive Temperature Coefficient (PTC) Heater.

The PTC heater is a small 12V electrically powered heating element. It is positioned directly behind the regular coolant flow based heater core in the HVAC case. All of the heater airflow goes through the regular heater core first, then the PTC heater. The PTC heater is active when the outside ambient temperature is colder than 46°F (8°C), the engine coolant temperature is less than 167°F (75°C), and the selected temperature mix mode request is near full hot.

Steering Wheel Torque Lock — Difficulty Turning the Ignition Key

Steering Wheel Torque Lock

Steering wheel torque lock, which makes it difficult to turn the ignition key can occur anytime the steering wheel is not **"Parked"** in the straight ahead position when turning the ignition **OFF**. Apply pressure to the steering wheel in a rotational direction to relieve the tension in order to turn the ignition key easily.

Body Features

Wheelhouse Liners

The new design wheelhouse liners are standard equipment on the front of the vehicle and are available on the rear. The wheelhouse liners are created from a fiber. This fiber design improves sound deadening and reduces interior cabin noise created from objects that would be thrown against them by the tires from road debris. Typical road debris will not stick to these wheelhouse liners.

Anti-Chip Coating On Rockers

New to the 2015 Silverado HD and Sierra HD is an anti-chip coating on the rockers, designed to maintain vehicle appearance by reducing paint chipping and the subsequent effects of corrosion.

Side Cut Key for Ignition and All Door Locks — Key Code Security Rules — Key Cutting Equipment

3462446

The Silverado and Sierra use a side cut key for the ignition and all door locks. This key is not integrated into the Key Fob as in some other Chevrolet and GMC products.

If it becomes difficult to turn a key, inspect the key blade for debris. Periodically clean with a brush or pick. See your Service Agent if a replacement key or an additional key is needed.

With an active OnStar® subscription, an OnStar® Advisor may remotely unlock the vehicle.

Key Code Security Rules

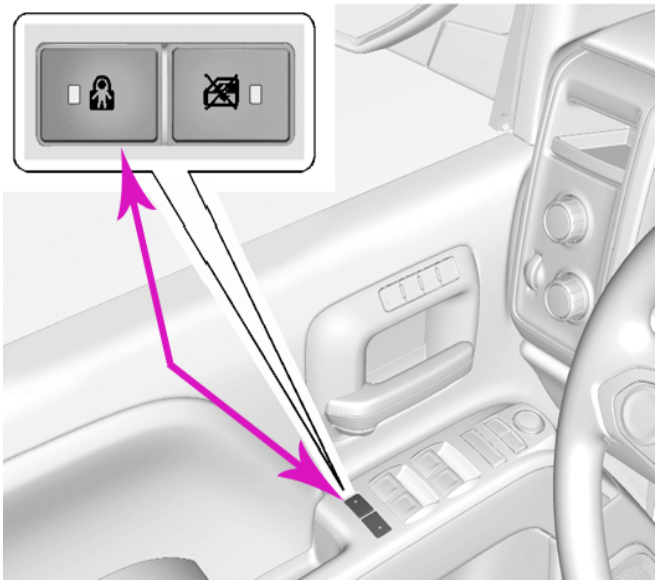
The key is provided with a bar-coded key tag that the Service Agent (Dealer) or qualified locksmith can use to make new keys. Store this information in a safe place, not in the vehicle. Refer to the latest version of Corporate Bulletins 10-00-89-009 (US) or 10-00-89-010 (Canada): Key Code Security Rules and Information on GM KeyCode Look-Up Application for additional information.

Key Cutting Equipment

Due to the uniqueness of the ignition/door lock key, special equipment is required to cut a side cut key. If you do not have the required equipment, a cut/coded key can be ordered through GM Customer Care and Aftersales. Refer to the latest version of Corporate Bulletin Number 09-00-89-029 Key Cutting Procedure for Obtaining Replacement Key for additional information.

Rear Door Safety Locks

The rear door safety locks prevent passengers from opening the rear doors from inside the vehicle.



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Press the **Safety Lock** button to activate the safety locks on the rear doors. The vehicle must be ON, in ACC/ ACCESSORY, or in retained accessory power (RAP). The safety lock indicator light turns **ON** when activated.

⇒ If the indicator light flashes, the feature may not be working properly.

Rear Safety Belt Comfort Guides

Rear safety belt comfort guides are available from the Service Agent and provide added safety belt comfort for older children who have outgrown booster seats and for some adults. When installed on a shoulder belt, the comfort guide positions the shoulder belt away from the neck and head.

Heated and Cooled Front Seats

3749578

If equipped, the buttons are on the center stack. To operate, the engine must be running.

Press the button once for the highest setting. With each press of the button, the seat will change to the next lower setting, and then to the off setting. The indicator lights next to the buttons indicate three for the highest setting and one for the lowest. If the heated seats are on high, their level may automatically be lowered.

When the seats are set to cool, the warm air generated from the cooling of the thermoelectric device being used to cool the seat, is exhausted through the vents in the top of the seat backs. This is a normal characteristic of system operation.

Replace Battery in Remote Key Message Displayed in DIC

Caution: When replacing the battery in the remote keyless entry (RKE) transmitter, do not touch any of the circuitry on the transmitter. Static electricity from your body could damage the transmitter.

Replace the battery in the RKE transmitter as soon as possible when the **REPLACE BATTERY IN REMOTE KEY** message displays in the DIC.

To replace the battery perform the following:

3462544

1. Separate and remove the back cover of the transmitter with a flat, thin object, such as a coin.

3462565

2. Press and slide the battery down toward the pocket of the transmitter in the direction of the key ring. Do not use a metal object.

3. Remove the battery.
4. Insert the new battery, positive side facing up. Replace with a CR2032 or equivalent battery.
5. Push together the transmitter back cover top side first, and then the bottom toward the key ring.

EZ Lift-and-Lower Tailgate — CornerStep Bumper — Built-In Handholds

EZ Lift-and-Lower Tailgate

The available EZ Lift-and-Lower tailgate is standard on some models. The EZ Lift-and-Lower tailgate is easily removable without tools.

A heavy tailgate that's difficult to open when holding cargo or slams down the moment the latch is released, makes loading cargo more difficult. The new EZ Lift-and-Lower tailgate eliminates those compromises. An internal torsion bar reduces the effort to raise and lower it, while a rotary damper allows for a controlled and more gradual lowering motion when opening it.

CornerStep Bumper

3749598

The CornerStep bumper, along with the ergonomically shaped handholds built into new box rail protectors, provides easier access when it's time to climb in the box or retrieve items from it. Integrated steps at each corner of the rear bumper are designed to accommodate work boots and feature textured pads for sure-footed grip.

Built-In Ergonomically Shaped Handholds

3749590

Electrical Architecture

Global Diagnostic System 2 (GDS 2)

The 2015 Silverado HD and Sierra HD are utilizing GM's Global A electrical architecture, which is common with other newer GM vehicles. This architecture requires the use of the Global Diagnostic System 2 (GDS 2) software and the Multiple Diagnostic Interface (MDI) module.

Service Agents requiring assistance in the process of installing GDS 2 and the MDI should contact the Techline Customer Support Center @1-800-828-6860 (English) or 1-800-503-3222 (French).

Generator — Mega Fuse

There is an available 220 Amp generator — RPO KW5 for the V8 6.0L — RPO L96 only. This 220 Amp generator is standard on vehicles equipped with Snow Plow Preparation — RPO VYU. A new mega fuse has been added for the additional electrical loads associated with the KW5 generator.

Environment Identification

Environment Identifier

Notice: **DO NOT swap modules in an attempt to diagnose a vehicle condition.**

When certain modules are programmed and configured during installation, the module learns a specific environment identifier which is unique to the vehicle. The environment identifier is used to **prevent** swapping modules between vehicles. If an incorrect immobilizer identifier or a specific number of incorrect environment identifiers are sent or received, vehicle starting is disabled.

Airbag System

Airbags are designed to supplement the protection provided by safety belts.

The vehicle **has** the following airbags:

- A frontal airbag for the driver.
- A frontal airbag for the front outboard passenger.

  The vehicle **may also have** the additional following airbags:
  - A seat-mounted side impact airbag for the driver.
  - A seat-mounted side impact airbag for the front outboard passenger.
  - A roof-rail airbag for the driver and the passenger seated directly behind the driver.
  - A roof-rail airbag for the front outboard passenger and the person seated directly behind the front outboard passenger.

Assistance Systems for Driving

Some driver assistance features alert the driver of obstacles by beeping. If equipped with the Safety Alert Seat, the driver seat cushion may provide a vibrating pulse alert instead of beeping. Refer to Vehicle Personalization in the Owner Manual.

Forward Collision Alert (FCA) System

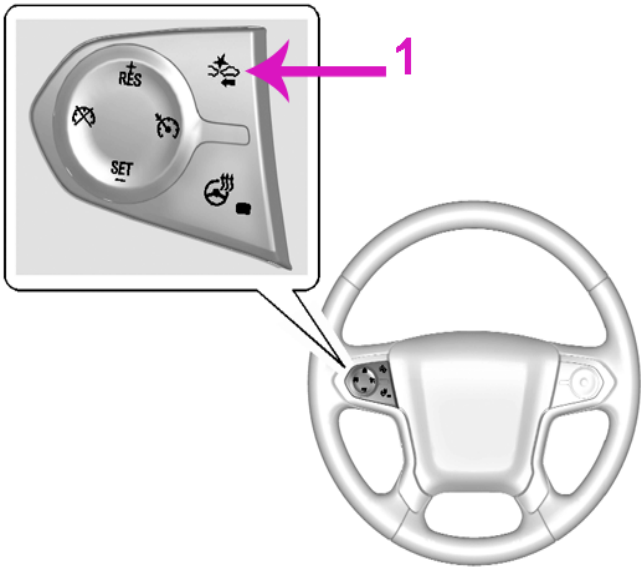
Notice: **Forward Collision Alert (FCA) is a warning system only and does not apply the brakes.**

When approaching a vehicle directly ahead too quickly, the FCA system flashes a visual alert and pulses the Safety Alert Seat.

3751666

The **Vehicle Ahead** indicator will illuminate in green on the instrument cluster when a vehicle is detected and will illuminate in amber when following a vehicle ahead too closely. If your vehicle approaches another vehicle too rapidly, the Vehicle Ahead indicator will flash, six red lights will flash on the windshield and the Safety Alert Seat will pulse.

Selecting the Alert Timing



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Press the collision alert button (1) on the steering wheel to set the FCA timing to **Far, Medium, Near, or OFF**. The first button press shows the current setting on the DIC. Additional button presses will change this setting. The chosen setting will remain until it is changed and will affect the timing of both the Collision Alert and the Tailgating Alert features. The timing of both alerts will vary based on vehicle speed. The faster the vehicle speed, the farther away the alert will occur. Consider traffic and weather conditions when selecting the alert timing. The range of selectable alert timing may not be appropriate for all drivers and driving conditions.

FCA may provide unnecessary alerts for turning vehicles, vehicles in other lanes, objects that are not vehicles, or shadows. These alerts are normal operation and the vehicle does not need service.

⇒ If the FCA system does not seem to operate properly, cleaning the outside of the windshield in front of the camera sensor may correct the issue.

Lane Departure Warning (LDW)

If equipped, LDW may help avoid crashes due to unintentional lane departures. LDW uses a camera sensor on the windshield ahead of the rearview mirror to detect the lane markings. It only operates at speeds of 35 mph (56 km/h) or greater. It may provide a warning if the vehicle is crossing a detected lane marking without using a turn signal in the lane departure direction. When the vehicle is started, the LDW indicator on the instrument cluster will turn **ON** briefly.

3751688

To turn LDW **ON** and **OFF**, press the LDW button on the center stack.

If LDW is **ON**, the LDW indicator will appear green if the system detects a left or right lane marking while the vehicle is traveling at 35 mph (56 km/h) or greater. If the vehicle crosses a detected lane marking without using the turn signal in the lane departure direction, this indicator will change to amber and flash. In addition, three beeps will be sounded from the left or right side, or the Safety Alert Seat will pulse three times on either the left or right side of the seat, depending on the lane departure direction.

⇒ If the LDW system does not seem to operate properly, cleaning the outside of the windshield in front of the camera sensor may correct the issue.

Safety Alert Seat

The driver's seat pulses, left side, right side, or simultaneously, to alert the driver of potential hazards. Audible notification may be selected instead of Safety Alert Seat pulsing notification. To change the alert setting, go to Settings > Vehicle > Collision/Detection > Alert Type.

Rear Vision Camera (RVC) — Front and/or Rear Park Assist

Notice: **The RVC and Rear Park Assist (RPA) will not work properly if the tailgate is down. If the tailgate is down, do not use these systems.**

Rear Vision Camera (RVC)

The Rear Vision Camera (RVC) provides a view directly behind the vehicle when backing up. To turn the RVC Guidelines or Rear Park Assist Symbols **ON** or **OFF**, go to Settings > Rear Camera.

Disconnecting the Rear Vision Camera (RVC)

The RVC **MUST** be disconnected if the tailgate needs to be removed. The RVC is disconnected by removing the connector from the electrical junction block mounted on the left side of the cross member of the vehicle frame. After disconnecting, the cap mounted next to the camera connector must be relocated so that the open terminals on the junction block are covered.

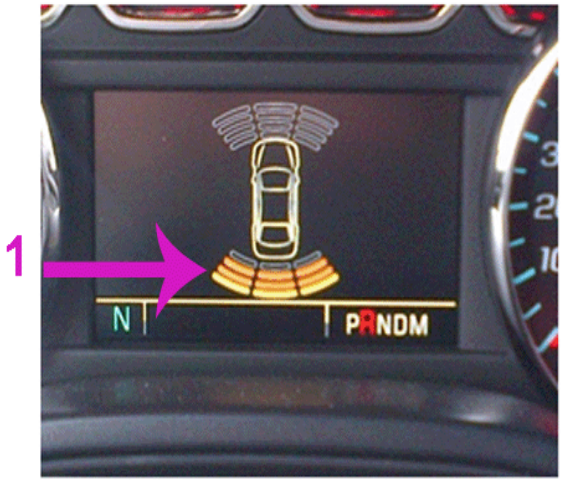
Front and/or Rear Park Assist — Instrument Cluster Display

Notice: **On vehicles equiped with front park assist, do not install any brush guards, grill guards, winches etc., as these components will interfere with the operation of the front park assist system.**

3751429

During low-speed parking maneuvers, the system provides "distance to closest object" information in the Driver Information Center (DIC) and a caution symbol on the RVC. When the vehicle should be stopped immediately to avoid a collision, a continuous audible tone sounds or the Safety Alert Seat pulses.

To turn the system **ON** or **OFF**, press the **Park Assist** button on the center of the instrument panel.



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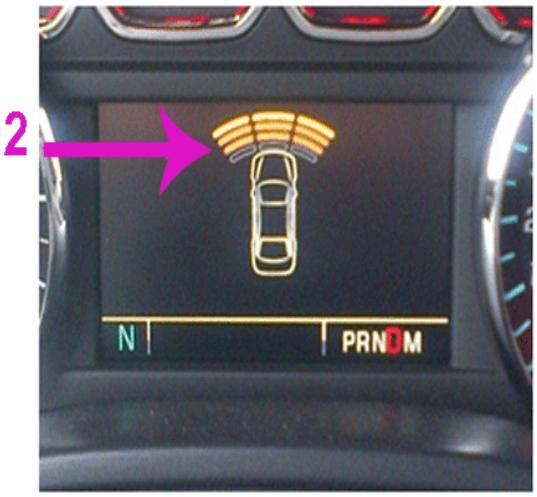

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The vehicle may have an instrument cluster parking assist display with bars that show “distance to object” and object location information for the Rear Park Assist (1), and on some vehicles, for the Front Park Assist (2). As the object gets closer, more bars light up.

Park Assist OFF, ON or ON with Towbar Settings

Rear park assist can be turned **OFF, ON or ON with Towbar** through vehicle personalization. The **ON with Towbar** setting allows for the parking assist to work properly with a small item attached to the trailer hitch. Turn **OFF** parking assist when towing a trailer, or if using a large drawbar.

Use the audio system controls to access the personalization menus for customizing vehicle features. Depending on the vehicle, some personalization features may not be available. For personalization instructions, Go to > Owner Manual > Instruments and Controls > Vehicle Personalization.

Cargo Lamp — Under Rail LED Lighting

3749696

3749712

The cargo lamp provides more light in the cargo area of the vehicle, if needed. The LED under rail lights inside of the pickup box also turn **ON**, if equipped.

Press the switch down to turn the cargo lamp **ON** or **OFF**. An indicator light on the switch will illuminate when the lamp is turned **ON**. The shift lever must be in the P (Park) position to operate the cargo lamp.

Passenger Compartment Air Filter

The passenger compartment air filter removes dust, pollen and other airborne irritants from the outside air that is pulled into the vehicle. Inspect the air filter every 22,500 miles (36,000 km) or two years, whichever comes first. Replace if necessary. Replacement may also be needed if there is a reduction in air flow, excessive window fogging, or odors.

Transport Mode

The vehicles are shipped in Transport Mode and it must be deactivated. For the procedure to turn the Transport Mode **OFF** and **ON**, refer to the latest version of Corporate Bulletin: #11-08-49-001: Transport Mode On Message Displayed in Driver Information Center (DIC) and/or Battery Light is Flashing in SI.

Special Tools

The following new tools have been released for the 2015 Silverado HD and Sierra HD:

Tool #	Description
CH-37287-1A	Fuel Pressure Gauge Adapter - V8 6.0L Gas Engine — RPO L96
CH-49240-A	Ball Joint Crimper and Install Kit - All Vehicles
CH-50375	Fuel Injector Return Line Adaptor - V8 6.6L Duramax® Diesel — RPO LML
CH-50377	Fuel Injector Return Line Plug - V8 6.6L Duramax® Diesel — RPO LML
CH-50378	Injector Leakage Adaptor - V8 6.6L Duramax® Diesel — RPO LML
GE-41415-60	Adapter, Engine Induction System Leak Test - V8 6.6L Duramax® Diesel — RPO LML

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