



Service Bulletin

PRELIMINARY INFORMATION

Subject: 2 Mode HYBRID AC Dye and Leak Testing Information

Models: 2009-2013 Cadillac Escalade Hybrid
2008-2013 Chevrolet Tahoe Hybrid and GMC Yukon Hybrid
2009-2013 Chevrolet Silverado Hybrid and GMC Sierra Hybrid
All with RPO HP2

This PI was superseded to update model years. Please discard PIT4669C.

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition/Concern

Additional refrigerant dye for leak detection is not required on the 2-Mode Hybrid. The dye is added to the system at the assembly plant and will remain there unless removed during a flushing process, at which time the dye can only be replaced by replacing the A/C accumulator. The new A/C accumulator will contain a new dye tablet which will dissolve when the system is recharged.

Most Ultra Violet (UV) dyes (including dyes from GM CC&A and Kent Moore SPX) contain PAG oil that is not compatible with the Hybrid Polyester (POE) oil. Introducing even small amounts of PAG oil (contained in most A/C dyes) can cause damage to the high voltage insulation in the hybrid AC compressor. The insulation damage may lead to a ground isolation fault which would result in a no crank condition.

Recommendation/Instructions

If the vehicle Hybrid A/C system has already been injected with any commercially available UltraViolet (UV) dye, the system should be flushed of all system oil:

1. The system will need to be flushed immediately following the procedures in SI service information (See Document ID 2047704)
2. The A/C accumulator will have to be replaced.
3. The compressor will need to be drained and the proper oil balancing procedure will have to be performed. (See Document ID 2105559)

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.

Additional SI Keywords

Inoperative ultraviolet

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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