



Service Bulletin

Bulletin No.: 22-NA-115

Date: June, 2022

INFORMATION

Subject: Battery Maintenance Report FAQs (U.S. ONLY)

Attention: This bulletin applies ONLY to the U.S. market.

| Brand: | Model: | Model Year: | | VIN: | | Engine: | Transmission: |
|-----------|--|-------------|------|------|----|---------|---------------|
| | | from | to | from | to | | |
| Buick | GM Passenger Cars and Trucks (including Medium Duty) | 2020 | 2023 | — | — | — | — |
| Cadillac | | | | | | | |
| Chevrolet | | | | | | | |
| GMC | | | | | | | |

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| Involved Region or Country | United States Only |
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Important: Service agents must comply with all International, Federal, State, Provincial, and/or Local laws applicable to the activities it performs under this bulletin, including but not limited to handling, deploying, preparing, classifying, packaging, marking, labeling, and shipping dangerous goods. In the event of a conflict between the procedures set forth in this bulletin and the laws that apply to your dealership, you must follow those applicable laws.

Effective January 1, 2021, U.S. dealers ONLY are to refer to the Battery Maintenance Report to identify vehicles in dealer inventory that require attention. The Report, located in the Dealer Maxis application on the GlobalConnect App Center, will conveniently identify the specific vehicles in your dealer inventory that require a “Battery Charge” due to a low 12V battery state of charge, or “Start and Move” to prevent tire flat spotting and/or brake degradation.

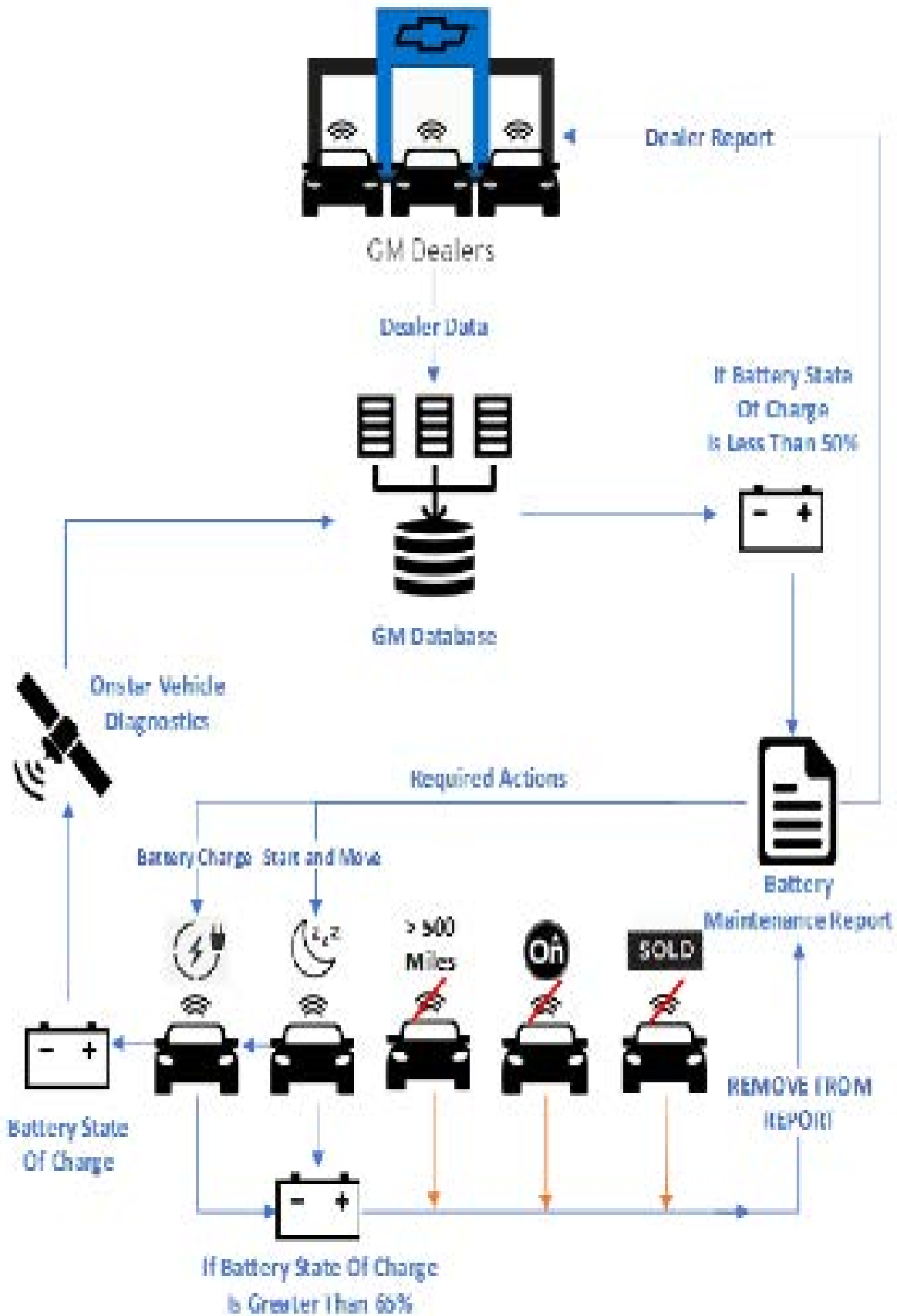
Actions Required

- It is recommended that dealers monitor the report only once per week. As a best practice, dealers should pull a fresh report every Monday morning.
- Vehicles on the report that require a Battery Charge should be charged using the “**Diagnostic Charge**” mode on the GR8 or the “Diagnostic Trolley” mode on the Diagnostic Charge Battery Station (DCBS). For vehicles with two batteries, each battery should be individually charged.
- The report will also identify vehicles that need to be started and moved as they have remained dormant for an extended period and are no longer transmitting battery state of health information to GM via Remote Vehicle Diagnostics. Sitting in one location for long periods can also lead to tire flat spotting and brake corrosion build up. These vehicles should be started and moved to prevent these issues and also to allow GM to connect to the vehicle so that we can provide proper recommendations on battery maintenance.

After taking action on any particular vehicle noted on the Battery Maintenance Report, it may take **up to 5 days** for the vehicle to be removed from the Report.

Refer to Service Bulletin # 21-NA-043 for requirements on properly maintaining vehicles in dealer inventory.

Process Overview



Battery Maintenance Report Frequently Asked Questions (FAQs)

Q1: Why do the Dealers need to do this? Doesn't the PDI process take care of this?

A1: Effective January 1, 2021, we made the following PDI changes for 12 Volt Battery Maintenance:

- Eliminated initial PDI battery check and charge
- Eliminated battery charge every 30 days on New Vehicle Inventory
- Eliminated final PDI battery check and charge just prior to delivery

Note: There was no reduction to PDI labor time allowances.

Note: GM announced a temporary process involving HUMMER EVs that requires a charge and test during the final PDI inspection. Please follow PIT5919 while the temporary process is required.

Q2: How can Dealers access the Battery Maintenance Report?

A2: Dealers may access the Battery Maintenance Report by:

1. Clicking on "Maxis for Dealers" App link in the GlobalConnect App Center
2. From the Dealer Maxis home page, click on the "Battery Maintenance" tile

Note: If you find you do not have access, please see your dealer Partner Security Coordinator (PSC).

Q3: What VINs appear on the Maintenance report?

A3: Vehicles that meet the following criteria:

- U.S Pre-sale inventory
- Less than 500 miles
- AT&T cellular connection
- OnStar full services not activated
- Vehicles Delivered to Dealer or ship-to location

Q4: What does the Required Action "Battery Charge" mean on the report?

A4: This action alert indicates the vehicle battery requires charging due to its low state of charge (SOC). SOC refers to the battery capacity not the voltage. If the battery SOC is less than 50% of its full capacity, the VIN will appear on the report.

All vehicles showing this required action must be charged using the "Diagnostic Charge" mode on the GR8 or the "Diagnostic Trolley" mode on the Diagnostic Charge Battery Station (DCBS) to sufficiently charge the battery.

Note: DO NOT use the PDI mode to charge. This mode will only charge for 20 minutes and does not provide enough charge.

Q5: After I charge the battery, when will the VIN be removed from the report?

A5: Once battery SOC is above 65%, the VIN will come off report within 5 days.

Q6: What Voltage is 50% State of Charge?

A6: State of Charge is the measure of a battery's capacity not the voltage. As capacity reduces the voltage will lower. Approximately 12.1 Volts at 50% SOC. Battery SOC percentage is dependent on temperature so reference *Battery Charging* in SI (Doc ID: 5696248).

Q7: What if my vehicle has two 12V batteries?

A7: Stop/Start vehicles, Medium Duty, Heavy Duty trucks often have the batteries in parallel, so only one state of charge reading is reported. Each one should be individually tested with a diagnostic charger. For Police vehicles, only the main 12V battery is monitored with the battery sensor and not the Auxiliary battery. Both should be checked when "Charge Battery" is displayed on the report.

Q8: What does Required Action "Start and Move Vehicle" mean on the report?

A8: This alert indicates the vehicle has not been moved for over 30 days. Dealers must start and move the vehicle to prevent tire flat spotting and/or brake corrosion build up.

Q9: How far do I need to drive a vehicle that needs a "Start and Move"?

A9: Moving the vehicle 8 feet forward and 8 feet back will be sufficient.

Q10: If a vehicle alerts for needing a charge, can I just start the vehicle and let it run for a while?

A10: No. Vehicles on the report have reached the caution threshold and our testing shows that they require the type of charging provided using the "Diagnostic Charge" mode on the GR8 or Diagnostic Trolley" mode on the Diagnostic Charge Battery Station (DCBS).

Note: Just starting and running the vehicle or charging in "PDI Mode" will not be effective.

Q11: If our GR8 or DCBS is down, can I use a different battery charger?

A11: A different charger may or may not provide enough charge to remove the battery from the report, depending upon the model/time charged etc. Dealers should have equipment repaired as soon as possible. See Service Policies and Procedures for additional information.

Note: PDI Mode charges will not be effective. It will only charge for 20 minutes.

Q12: How often does the Battery Maintenance Report update?

A12: The report updates every day, but each vehicle sends updates once every 5 days. Therefore, after a vehicle is charged by your dealership, it may take UP TO 5 calendar DAYS for the vehicle to be removed from the report.

Q13: What happens if dealer action is not taken within 10 calendar days?

A13: It has been determined that battery damage can occur if it is left under 50% State of Charge for longer than 10 days. Should battery replacement become necessary because of lack of action as communicated in the Battery Maintenance Report, this would be at the dealership's expense.

Q14: Does OnStar need to be activated for GM to receive battery information from the vehicle?

A14: No, full OnStar Activation will disable SOC monitoring and the VIN from the report.

Q15: How should an Electric Vehicle (EV) be charged?

A15: If an Electric Vehicle (EV) appears on your Battery Maintenance Report, GM recommends charging the high voltage (HV) battery with a Level 2 or DC Fast charger. The high voltage system is designed to maintain the 12V battery state of charge.

Q16: If charging the HV battery does not successfully charge the 12V battery, and therefore the technician needs to charge the 12V battery, does that have to be performed ONLY by a fully EV trained technician?

A16: Yes. The technician performing a charge and test on the 12V battery must have completed all required EV training. Technician should refer to Refer to Document ID: 5840812 "*Battery Negative Cable Disconnection and Connection*" in SI before disconnecting the 12V battery.

Q17: Once a vehicle is added as a Dealer Demo or loaner, will it come off the report?

A17: Vehicles that have activated OnStar or have greater than 500 miles will be automatically removed from the report.

Q18: Are vehicles that are in transit to the dealership on the report?

A18: No, only vehicles that have been delivered to the dealer or a designated ship-to location will appear on the Maintenance Report.

Q19: Are vehicles located at an Upfitter on the report?

A19: Bailment units ordered as part of an upfitter fleet **WILL NOT** be on the report; however, vehicles ordered by the dealer with an upfitter identified as the ship-to location **WILL BE** on the report. It is the Dealers responsibility to contact the upfitter if the vehicle is on the report and needs action.

Q20: What happens if a vehicle sale does not go through, and a vehicle is returned to inventory?

A20: No action is required if a returned back to the dealer's stock within 48 hours after the retail sale.

Note: Loaners/demo are not categorized as return to stock vehicles.

Q21: Why do some vehicles show up on the Regional Report, but not on Dealer Maxis?

A21: The Regional report is a snapshot in time and the resulting picture can be different than the Dealer Maxis report if they were snapshots taken at varying intervals.

Vehicles can be sold, pinged again, traded or have been started and moved between the times the two snapshots are taken and reported. Since the Regional data is run early Monday morning. We recommend dealers pull their Maxis report each Monday to minimize the possibility of different snapshots.

Q22: Who do I contact if there's an issue with the data displayed in the Battery Maintenance Report?

A22: Dealers should contact their District Service Manager if they feel there is an issue with the data in the report.

Q23: I charged the vehicle and it's still on the report after 5 days. Why?

A23: There are a few possibilities:

- The VIN did not go above 65% battery state of charge (SOC).
- Vehicle did not have cellular connection will retry to communicate again in 5 calendar days.
- Vehicle may be in deep sleep state and requires the ignition to be cycled.
- Vehicle once had OnStar active and now it is disabled.
- Terms and Conditions were rejected on the infotainment center.

Q24: What happens if a battery fails testing after a charge?

A24: If vehicle requiring charging per Battery Maintenance Report fails the initial test, retain the test printout and **RETEST**, again using the required "Diagnostic Charge" (GR8) or (DCBS) process.

Labor to perform the retest is covered as follows:

1. If the battery **PASSES** the retest, the vehicle can be returned to inventory. Dealers may claim a ZREG Transaction Type for performing the retest using Labor Code 0600284 (Pre-Sale Charge and Test). The allowable allowance mirrors the vehicle's applicable published Base Labor Time for Labor Code 4041512 (Battery Charging and Testing). Published Add Times are ineligible. The transaction must be routed to the Warranty Support Center with a copy of **BOTH** the initial test and the retest result printouts attached to the transaction.
2. If the battery **FAILS** the retest, replace the battery and submit a ZREG warranty claim using the applicable labor operation and published allowance per the Labor Time Guide (labor for testing is included in the published allowance for battery replacement). Attach **BOTH** copies of the test result to the transaction. Enter the 2nd code (obtained after retest) in the Battery Tester Code field of the warranty transaction.

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| Version | 1 |
| Modified | Released May 27, 2022 |

