Bulletin No.: PIC5294D
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Preliminary Information

PIC5294D Poor Cooling / Repeat AC Compressor Replacement

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Chevrolet	Camaro	2010 - 2015	All	All	All	All

Supersession Statement

This PI was superseded to update information contained in PIC5206C. Please discard all copies of PIC5294C.

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

Condition / Concern

A customer may comment of repeat poor performance of the air conditioning system. The technician may have replaced the compressor on a previous repair for poor performance, a broken compressor shaft, or signs of overheating; such as labels on the compressor being bubbled. Technicians may also notice that the compressor is engaged but the high and low side AC pressures still remain equal in value.

Recommendations / Instructions

Important: It is necessary to verify the latest calibrations are already installed in the HVAC (ECC) module as well as the Body Control Module (BCM) during any compressor replacement.

If diagnosis leads to replacement of the AC Compressor for poor performance, an overheating concern, a broken shaft, or any catastrophic failure, and you find that the Repair History in GM VIS or the dealership records indicate that a compressor, or multiple compressors has/have been replaced in the past for similar reasons, then there are additional steps that must be performed:

If only one compressor has been replaced in the vehicle's history:
1. Replace the AC Compressor and the Receiver/Dehydrator.
2. Flush the condenser and evaporator following the SI repair procedure.
3. Attempt to update the Electronic Climate Control Module (ECC or HVAC) as well as the Body Control Module (BCM) with the latest calibrations.
4. For 2011 Model Year only: Ensure that the latest version of Customer Satisfaction Program 11160 has been closed out on applicable vehicles. This Customer Satisfaction directive has expired. It was an update to the BCM calibrations in the vehicle.

For vehicles that have had multiple compressors replaced in the vehicle's history:

In most cases, once a compressor has experienced a catastrophic failure, this event will flood the AC system with debris. This is quite different than when a compressor shaft simply breaks in half and the system becomes inoperative. The servicing tech will have to inspect the refrigerant system to determine if there is any debris found. If no debris or metal contamination is found, the 4 steps listed above can be followed and should effectively repair the vehicle. If any contamination or metal debris is found in the system however, follow the steps listed below to prevent multiple comebacks in the future and to ensure a quality, lasting repair.

1) Replace all components in the AC system. This includes the compressor, condenser (which should include the receiver / dehydrator), evaporator, all AC seals, as well as all the lines/hoses. Everything that comes in contact with refrigerant must be replaced.
2) Reprogram the ECC as well as the BCM to make sure they both have the latest software.
3) Verify all open recalls, campaigns, and service updates have been completed.
4) Replace the evaporator temperature sensor. The evaporator temperature sensor parameter may or may not be available in the scan tool on the particular vehicle that is being serviced.

NOTE: To remove the HVAC carrier, the windshield must be removed on all 5th generation Camaros. A glass company will need to be scheduled in most instances to fully complete this repair. Glass breakage may result in removing the windshield so be sure to plan accordingly when providing an estimate to the customer for the repairs being made.

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.

GENERAL MOTORS