



Service Bulletin

Bulletin No.: 20-NA-132

Date: April, 2024

WARRANTY ADMINISTRATION

Subject: Warranty Administration – 12V Battery Testing and Warranty Replacement Requirements (U.S and Canada ONLY)

Attention: This bulletin applies ONLY to the U.S. and Canadian markets. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for Coverage Information.

| Brand: | Model: | Model Year: | | Breakpoint: | | Engine: | Transmission: |
|-----------|--|-------------|------|-------------|----|---------|---------------|
| | | from | to | from | to | | |
| Buick | GM Passenger Cars and Trucks (including Medium Duty) | 2010 | 2024 | — | — | — | — |
| Cadillac | | | | | | | |
| Chevrolet | | | | | | | |
| GMC | | | | | | | |

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|-----------------------------------|-------------------------------|
| Involved Region or Country | United States and Canada Only |
|-----------------------------------|-------------------------------|

Note: This bulletin excludes Corvette E-Ray.

The Midtronics GR8 (EL-50313) or DCA (DCA-8000P) Battery Tester/Charger, or the E-XTEQ Diagnostic Charge Battery Station/DCBS (EL-52800) must be used in diagnosing battery replacements and maintaining batteries on new vehicles in dealer inventory. A *Warranty Code* on the printed test result slip are decodable by GM to capture critical information on batteries that require replacement. This code must be entered on the warranty transaction (see below for details). Codes will be 15-digits with GR8, 16 digits with DCA, or 20 digits with DCBS.

Important: Effective October 1, 2024, the GR8 will no longer be approved equipment for testing batteries under warranty. Only a DCA or DCBS battery test result of “battery is bad” along with the respective warranty code will support warranty replacement of a battery (see exceptions in the “Special Cases” section lower in this bulletin).

Midtronics GR8 Example: English and French Canadian Versions

The image shows two side-by-side printouts from a Midtronics GR8 diagnostic tool. The left printout is in English, and the right is in French. Red callouts are used to highlight key differences and requirements:

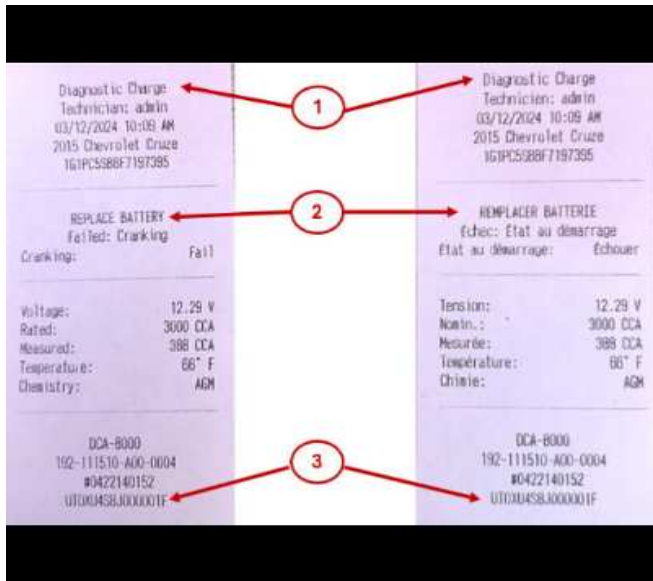
- Callout 1:** Points to the 'DIAGNOSTIC MODE' (English) and 'MODE DIAGNOSTIC' (French) fields. Both show 'OUT OF VEHICLE' / 'FUERA DEL VEHICULO'.
- Callout 2:** Points to the 'WARRANTY CODE' field. The English version shows 'PJE88-01100-06601' and the French version shows 'WAE90-01D90-10002'.
- Callout 3:** Points to the 'MID INFO' field. The English version shows 'PJE88-01100-06601' and the French version shows 'WAE90-01D90-10002'.

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Legend

- (1) Printout must reflect “Diagnostic Mode” and “Out of Vehicle” Test Info.
- (2) Do not enter MID Info number on the warranty transaction.
- (3) The “Warranty Code” is the correct code to enter on the warranty transaction. This 15-digit code is unique to each test performed and is decodable by GM.

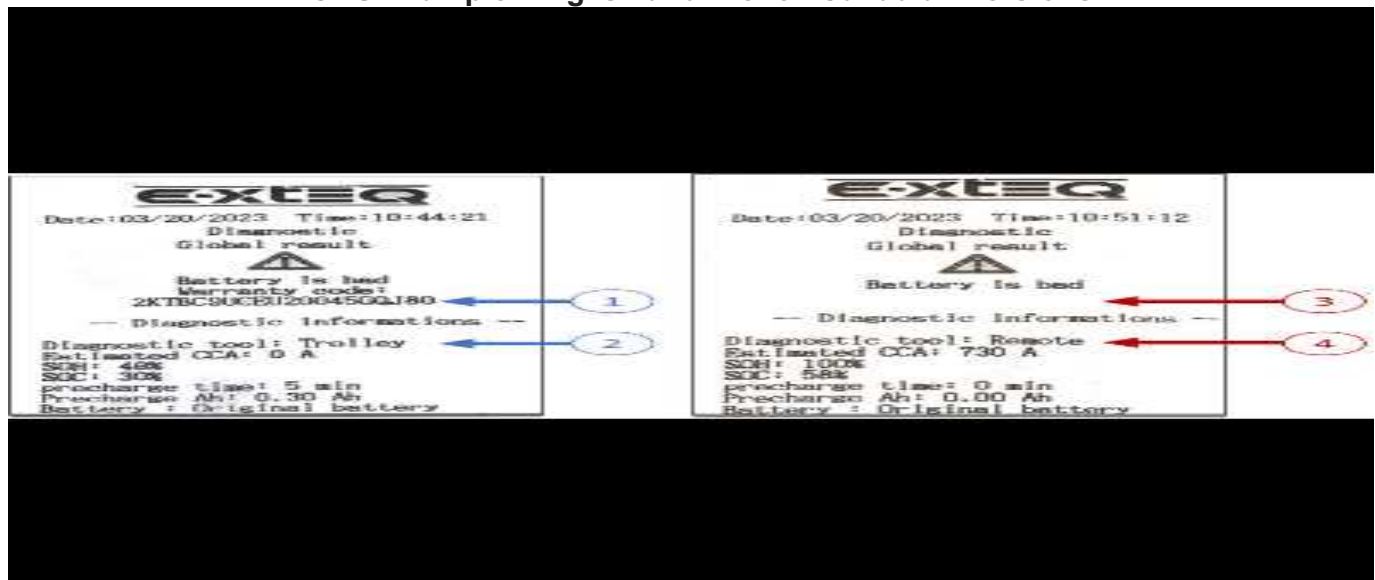
Midtronics DCA Example: English and French Canadian Versions



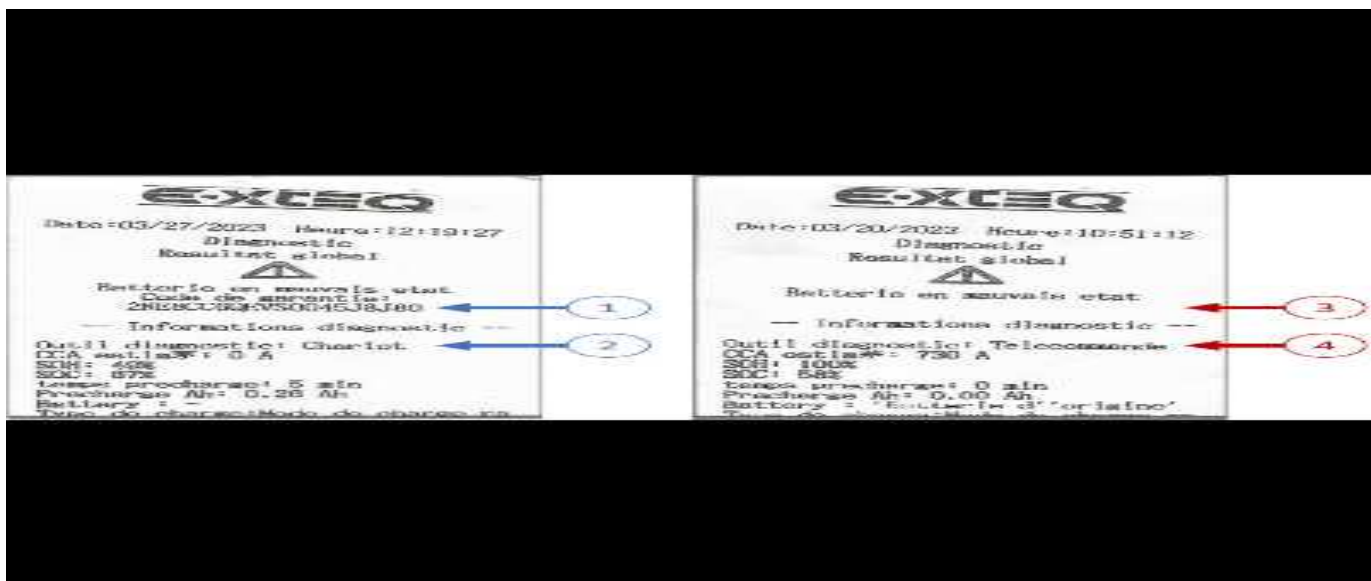
- (1) Printout must reflect "Diagnostic Charge" test information.
- (2) Test result must reflect "Replace Battery".
- (3) Enter the bottom code on the test slip in the Battery Tester field on the warranty transaction. This 16-digit code is unique to each test performed and is decodable by GM.

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DCBS Example: English and French Canadian Versions



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Note: Only diagnostic tests performed by the DCBS Trolley will generate a warranty code. Tests using the DCBS remote will not generate a warranty code.

1 and 2 shown above is an example of a battery test slip that is **ACCEPTABLE** for support on a warranty battery replacement which contains the warranty code (1) and show the Diagnostic tool (Trolley) (2).

3 and 4 shown above is an example of a battery test slip that is **NOT ACCEPTABLE** for support on a warranty battery replacement which contains no warranty code (3) and showing the Diagnostic tool (Remote) (4).

Important: Only Warranty Codes generated by approved equipment using current software are valid for batteries replaced under warranty. Warranty Codes generated by past versions of software or the old hand-held tester are not valid.

12V Battery Testing

When testing 12V batteries, always follow current Service Information (SI) procedures for Battery Inspection/Test, including:

- Ensure that the GR8, DCA, or DCBS is programmed with the dealerships correct 6-digit BAC code. This code will then appear at the top of all battery test result printouts.
- Disconnect the battery from the vehicle. When using the GR8, select the "Out of Vehicle" test.
- Enter the correct VIN and Job Card Number.
- Select the proper battery type (Flooded or AGM) and CCA rating. If you are unable to determine battery type and CCA through visual inspection, refer to Service Information to identify 2019 and newer model year OEM battery types and CCA ratings. After entering the VIN or Year/Make/Model, locate the 12V Battery Usage table under General Information/General Information/Specifications. Battery information is also included in Techlink (<https://gm-techlink.com>) in the "Reference Charts" section and includes 2016-2018 model years.

Important: Selecting the correct battery type and CCA rating during setup will ensure correct test results and prevent damage to the battery. If using a DCBS, it is recommended to use the VIN scan feature which will automatically populate the battery type. Battery replacements performed as a result of a failure to properly set up the GR8/DCBS will be subject to chargeback.

Note: There are 2 common types of battery CCA Ratings; **EN CCA & SAE CCA**. EN is a European Standard and SAE is a North American Standard. Dealers are to use the **SAE** number when testing 12V batteries.

- On vehicles with two batteries, including Stop/Start vehicles with Auxiliary batteries, each battery must be electrically isolated and charged individually. The Auxiliary battery may not be connected in a manner that will allow both batteries to be charged at the same time and must be charged individually, which will result in two printouts.
- When testing a vehicle with two batteries, you must identify the correct specifications for each. Specifications may differ between a primary and auxiliary battery.

Cold Battery Testing – Battery Temperature at Less Than 0°C (32°F)

Notice: Batteries that are deeply discharged will take an extended time to recharge. Batteries that are cold (below freezing) can falsely fail testing. Batteries that are cold and deeply discharged must first be warmed to above 4°C (40°F) prior to testing & charging.

When a 12 Volt battery is cold (below freezing), its capacity starts to reduce. This can be observed in the voltage level of the battery, as well as measured cold cranking amps. A cold battery is also resistant to charging. The colder the battery, the more these characteristics are affected. Therefore, warm the battery prior to testing. Longer warming times will be needed depending on how cold the battery is. External

surface temperatures are not reliable for determining actual battery temperature; measure at multiple points for best results.

Note: If you suspect that a battery may be frozen, inspect the case for cracks prior to charging. Do not charge a frozen battery.

Tool Software Updates

Dealers are responsible for having the latest software installed prior to tool use.

- For the DCBS, refer to owner manual instructions for software update instructions. The DCBS must be connected to a computer with Optimus every 30 days to prevent lock out of the remote. Update the software when available; if no software update is available, the remote will automatically unlock and reset the 30-day.
- GR8 must be equipped with software version 192-675P_July_2017 or newer. Please note, effective October 1, 2024, GR8 will no longer be approved equipment for testing batteries under warranty.
- For the DCA, software updates are pushed over the air upon the software release. If a tool is left plugged in overnight and is connected to Wi-Fi, the tool will automatically apply the update. If it is not left plugged in overnight, the tool will provide the user a notification to allow them to manually apply the update or for information so they can apply the update when there is time and not interrupt a service event. The DCA will launch on Revision A which can be verified on the version screen within settings.

Battery replacement transactions involving of batteries tested with outdated software are subject to debit.

Proactive Alerts

On connected vehicles, GM is able to evaluate the condition of the battery and report the state of health to the customer through the Vehicle Diagnostics Report and/or to the dealer through the Multi-Point Inspection screen on Service Workbench. Technicians may also validate alerts by using the Scan Tool through Vehicle Diagnostics/Vehicle Proactive Alerts.

Level of testing based on Indicator:

- **Green** – No issues are detected with the battery and it is unlikely the component will require replacement at this time. For customer concerns, follow standard diagnostic procedures. A battery test and “replace battery” test result IS REQUIRED prior to battery replacement.
- **Yellow** – Verify proactive alert SAC002 – SAC005 and follow the diagnostic service procedure for the applicable code. A battery test and “replace battery” test result IS REQUIRED prior to battery replacement.
- **Red** – Verify proactive alert SAC001 and follow the service procedure for this code. If proactive alert SAC001 is present, replace battery. A battery test IS NOT REQUIRED. Transactions involving

battery replacement due to SAC001 are not eligible for Diagnostic Add Time and dealers must enter “SAC001” in the Battery Tester Code field.

- **No Indicator/Blank** – Either the battery condition is not available on the vehicle, or there is not enough information to make a determination on the condition of the battery. For customer concerns, follow standard diagnostic procedures. A battery test and “replace battery” test result IS REQUIRED prior to battery replacement.

New Vehicle Inventory

If a new vehicle arrives at your dealer from transportation that will not start due to a discharged or defective battery, the claim must be submitted within one week of the vehicle arrival at the dealer. Vehicle delivery documentation must be provided when submitting the transaction.

Once a vehicle is in dealer inventory, dealers are responsible for battery maintenance up to the point of delivery to the customer. **Refer to Service Bulletin # 21-NA-043 for requirements on properly maintaining vehicles in dealer inventory and Service Bulletin # 22-NA-115 Battery Maintenance Report FAQs.**

Dealers in the U.S. Only

- U.S. dealers are to utilize the Battery Maintenance Report located in the GlobalConnect Dealer Maxis app to identify vehicles in dealer inventory that require charging or moving. Dealers should perform required actions within 7 days of the report using the process identified in Service Bulletin # 21-NA-043 and 22-NA-115 Battery Maintenance Report FAQs.
- If a vehicle requiring charging per the Battery Maintenance Report fails the initial test, retain the test printout and RETEST, again using the required “Diagnostic Charge” (GR8 or DCA) or “Diagnostic – Trolley” (DCBS) process. The retest is covered as follows:
 - If upon retest the battery PASSES, 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. The Warranty Code from the initial failed test must be entered in the Battery Tester Code field of the warranty transaction.
 - 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.

- Warranty Coverage is ineligible for batteries that fail because the dealership did not take the recommended action per the Battery Maintenance Report within a timely manner.
- **Note:** The Battery Maintenance Report is only applicable to OnStar-equipped vehicles, excluding Chevrolet Express and GMC Savana vans. For Express, Savana, and vehicles not equipped with OnStar, a PDI Mode charge is required every 30-days while in dealer inventory. See process applicable to Canada in Service Bulletin# 21-NA-043 for details.

Dealers in Canada Only

Using the GR-8 Tool (EL-50313), DCA, or EL-52800 Diagnostic Charge Battery Station (DCBS) in the PDI mode, check condition and charge of the battery at vehicle delivery to the dealership (PDI), every 30 days thereafter and again at point of sale. Refer to Service Bulletin # 21-NA-043.

Warranty Information

Original Equipment (OE) vs. Non-OE 12V Battery Coverage (U.S. Only)

U.S. dealers can ONLY submit warranty claims in Global Warranty Management (GWM) for the following:

- Defective factory-installed OE batteries that fail within the vehicle's New Vehicle Bumper to Bumper Limited Warranty.
- Defective dealer-installed batteries that were replaced under the New Vehicle Bumper to Bumper Limited Warranty and fail within the remainder of the vehicle's Bumper to Bumper Limited Warranty or 12 months of replacement, whichever is greater.
 - Reminder: Removal of battery warranty tags on batteries installed under the New Vehicle Bumper to Bumper Limited Warranty is required per Service Policies and Procedures. This will make it easy for dealers to identify potential warrantable batteries that can be claimed in GWM.

Dealers must refer to their ACDelco distributor for all other warrantable ACDelco battery situations and must not submit those claims in GWM.



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To determine if the failed battery on vehicles within the Bumper-to-Bumper Warranty is OE, service consultants and technicians can view the battery labeling which is significantly different. ACDelco replacement batteries (1), as shown in the picture above, will have a label on the side of the battery, where as OE batteries (2) do not.

When charging and testing batteries, ALWAYS use the information on the battery label. Dealers can compare the CCA rating and/or type on the battery to OE specifications listed in Service Information (see 12V Battery Testing section above for further details).

Note: There are 2 common types of 12V Battery Testing battery CCA Ratings; **EN CCA & SAE CCA**. EN is a European Standard and SAE is a North American Standard. Dealers are to use the **SAE** number when testing 12V batteries.

Battery Replacement Labor Operations 4041510 and 4041520 – Required Warranty Code

The Warranty Code generated by the GR8, DCA, or DCBS is displayed on the printout and must be entered into the required “Battery Tester Code” field when submitting all transactions for battery replacement (labor operations 4041510 Battery Replace or 4041520 Auxiliary Battery Replacement). The complete code **(No Dashes or Spaces)** must be entered. **Do not enter the code in the cause/correction/comments field. It must be entered into the system generated mandatory field** that appears when using labor operations 4041510 or 4041520 (see GWM screenshot example below).

Labour Time [\[Top\]](#)

Labour Operation Code: 4041510 - Battery Replacement

Additional labour op code information:

Battery Tester Code:

4489025

Technicians must attach the test result printout with a “Replace Battery” (GR8 or DCA) or “Battery is bad” (DCBS) decision, that includes the Warranty Code, to the job card.

Important: A copy of this printout must be returned with the paperwork for each battery returned to the Warranty Parts Center (WPC).

Note: To warranty administrators, the following characters are not used in the Warranty Code: The letters I, O, Y, & Z or any ‘Special’ characters like &, (,), \$, % etc.

Special Cases

- Damaged or leaking batteries - It is not necessary to test leaking batteries. Enter **LEAKS** into the Battery Tester Code Field. **For AGM batteries, LEAKS is not a valid entry unless the battery case is damaged and the cause of the damage must be documented in the Cause field.**

Note: Any other parts damaged and replaced due to leaking battery acid (ie: cables) must also be claimed on the same line, not a separate line. Use appropriate authorizations for additional parts and OLN claimed.

Per design, GM does not recognize an AGM battery as capable of leaking. See Bulletin 23-NA-044 for further details.

- Batteries replaced due to SAC001/Red Proactive Alert – As battery testing is not required in these cases, enter **SAC001** into the Battery Tester Code field. Note: Diagnostic Add Time is ineligible in these cases and must not be claimed on the transaction.
- GM Fleet and Commercial in-shop warranty stations- If the Warranty Code is available, enter it into the Battery Tester Code Field. If the Warranty Code is not available, enter **FLEET** into the Battery Tester Code Field. Valid only for approved GM Fleet and Commercial in-shop warranty stations.

- Customer reimbursement cases - Existing policies on customer reimbursement apply. If the customer's battery is available, enter the Warranty Code into the Battery Tester Code Field. If the customer's battery is not available, enter **REIMBURSEMENT** into the Battery Tester Code Field.
- GR8, DCA, or DCBS test equipment not working/ not available. Any non-functional or missing test equipment must be repaired/replaced within 30 days. Contact GM Dealer Equipment for assistance. On a temporary basis (within those 30 days) the dealership should enter **INOP** in the Battery Tester Code field.
- Cadillac Roadside service claims (U.S.) - Batteries replaced under the Cadillac Roadside program do not fall under the 4041510 Labor Operation. They should be submitted under Labor Operation 0600102 as defined by that program.
- Subsequent failure of batteries replaced under the New Vehicle Bumper to Bumper Warranty (Canada Base Warranty) – These transactions still require proper testing to validate battery replacement. A valid Warranty Code is still required in the Battery Tester Code field. Refer to Service Policies and Procedures Manual for further policies related to battery replacement parts warranties. Transactions must be submitted as a ZPTI Transaction Type and routed for GM Authorization.
- Batteries purchased as a retail transaction (over the counter or dealer-installed) and subsequently replaced under the GM Replacement Parts Warranty:
 - **Dealers in the U.S.:** Replacement Parts Warranty is handled through your local ACDelco distributor. U.S. Dealers must not submit claims in GWM.

- **Dealers in Canada:** Submit applicable ZPTI/ ZPTC parts warranty in GWM. These transactions still require proper testing to validate battery replacement. A valid Warranty Code is still required in the Battery Tester Code field.
- Battery damaged or stolen in transit – This is to be properly noted on the Delivery Receipt. Transaction is to be submitted as a ZTPT (Transportation) Transaction Type. Enter **DAMAGED** or **STOLEN** as applicable in Battery Tester Code Field. Valid only for ZTPT transaction types.
- New Vehicle arrives from transportation with defective battery – Battery must still be properly tested and a valid Warranty Code must be entered on transaction. The transaction must be submitted within one week of vehicle arrival at dealership.
- Battery “too low” is NOT a valid entry – The test equipment is designed to test batteries and provide results, including the printout and Warranty Code, at a very low voltage (less than 3 volts). If a vehicle initially enters the service department with no voltage, the battery must be charged to a level which will support the test to be completed.

Transactions Requiring GM Authorization

For battery replacement labor operations 4041510 and 4041520 that require any type of GM authorization, the test result printout from the diagnosis performed prior to battery replacement must be scanned and attached to the transaction.

- Paid battery replacement transactions with invalid or missing Warranty Codes in the Battery Tester Code field are subject to chargeback. If a transaction is charged back due to a mis-typed Warranty Code, it may be resubmitted within 30 days with the corrected Warranty Code and routed for GM Authorization.
- Battery replacement transactions on vehicles with 250 miles (U.S.)/400 km (Canada) or less will require routing to the Warranty Support Center for review and approval. Proof of inventory battery maintenance must be attached to the transaction in addition to a copy of the battery test result printout.

Questions can be directed to the Warranty Support Center (WSC) at 1-866-446-2900.

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| Version | 7 |
| Modified | <p>Released June 25, 2020 – Corporate Service Bulletin Number 03-06-03-004Z has now become Global format Service Bulletin 20-NA-132. This update adds a Proactive Alerts section and adds the second bullet under Special Cases.</p> <p>Revised March 09, 2021 – Added the 2021 Model Year and updated applicable information throughout the bulletin.</p> <p>Revised June 07, 2021 – Added the 2022 Model Year and updated the Dealers in the U.S Only under New Vehicle Inventory to reflect new requirements effective May 2, 2021.</p> <p>Revised August 06, 2021 – Updated information under 12V Battery Testing.</p> <p>Revised April 04, 2023 – Clarified the Subject, added the 2023-2024 Model Years and updated applicable information throughout the bulletin.</p> <p>Revised December 08, 2023 – Changed the effective date in the first Important statement and under Tool Software Updates.</p> <p>Revised March 26, 2024 – Added new picture under Midtronics GR8 Example: English and French Canadian Versions and Midtronics DCA Example: Engine and French Canadian Versions and updated information throughout the bulletin.</p> |

