Service Bulletin

Bulletin No.: 25-NA-047

Date: March, 2025

INFORMATION

Subject: Information on A/C Inoperative/Heat Dropping Out, Whistling Noise - Service High Voltage Message - DTC P0534 Set

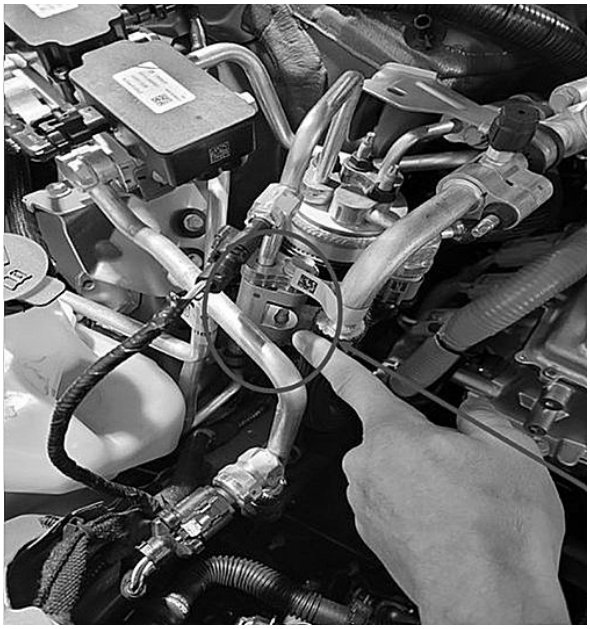
This bulletin replaces PIT6290A, PIT6257A and PIT6183. Please discard PIT6290A, PIT6257A and PIT6183.

Brand:	Model:	Model Year:		Build Date:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Blazer EV	2024	2025				

Involved Region or Country	North America, Middle East, Israel, Palestine, Argentina (Mercosur), Brazil (Mercosur), Chile (West), Colombia (West), Ecuador (West)
Information	Some customers may comment on A/C concerns and/or performance.
Condition 1	If there is a concern of a whistling noise, heat dropping out and/or DTC P0534, perform the steps in Condition 1 section.
Condition 2	It is possible that the circuits are crossed in the harness for temperature sensors 5 and 6, perform the steps in Condition 2 section.
Condition 3	AC line damaged due to contact with engine lift bracket, perform the steps in Condition 3 section.

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.

Correction 1



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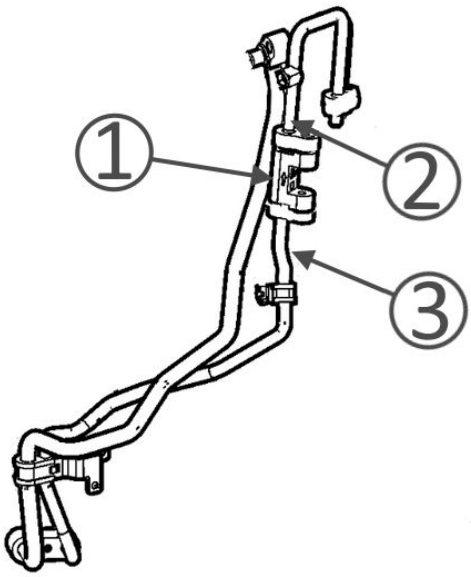
1. Set the HVAC system to auto high (Max Heat).
2. Using GDS2 monitor refrigerant temperature sensors 6 and 8. There should be a minimum of 50°F (10°C) difference between them.
3. Monitor Air Conditioning Condenser Refrigerant Flow Valve-External Command for a reading of zero.
   - If the variance between sensors 6 and 8 is more than 50°F (10°C) or the flow valve command is more than zero, follow SI diagnostics for the code or symptoms experienced.



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   - If the variance is 50 deg or less and the flow valve command is zero, verify the reading by measuring the temperature above (2) and below (3) the AC condenser check valve (1) by utilizing an infrared temperature gun.
   - If the variance is less than 50 deg. inspect to make sure the arrow on the check valve is pointing up in the direction of refrigerant flow and then remove and inspect the valve.
4. Inspect the pintle and spring to ensure they are not loose or missing from the check valve. When the valve is shaken, it should not rattle.

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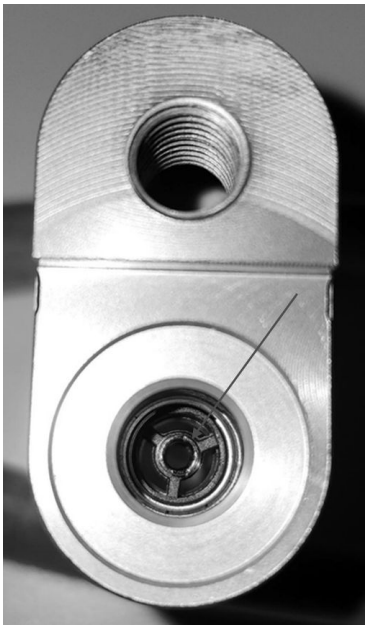
5. Inspect the seals for being pinched or cut.



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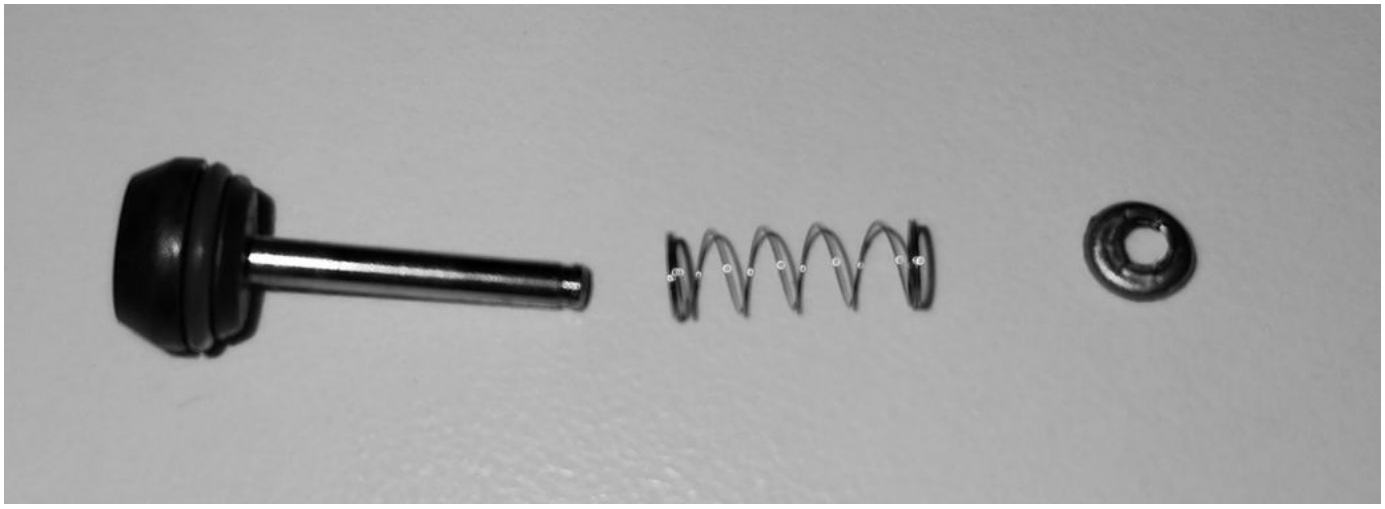
Note: The graphic above indicates that the pintle has fallen out of the check valve.

6. If any damage is noted to the check valve, it should be replaced.



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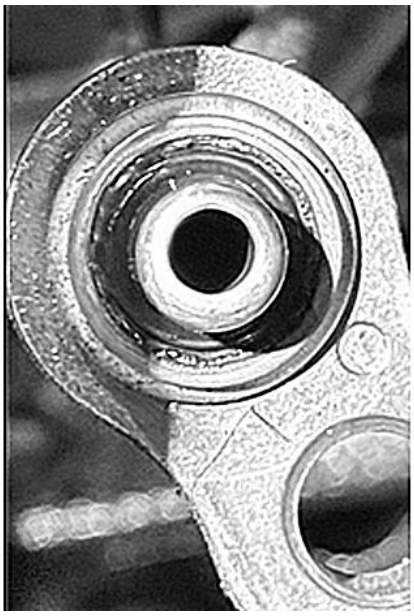
Note: All valve parts MUST be accounted for if the valve comes apart. These are the 3 components of the valve internals. If these are left in the system, it will fail again.



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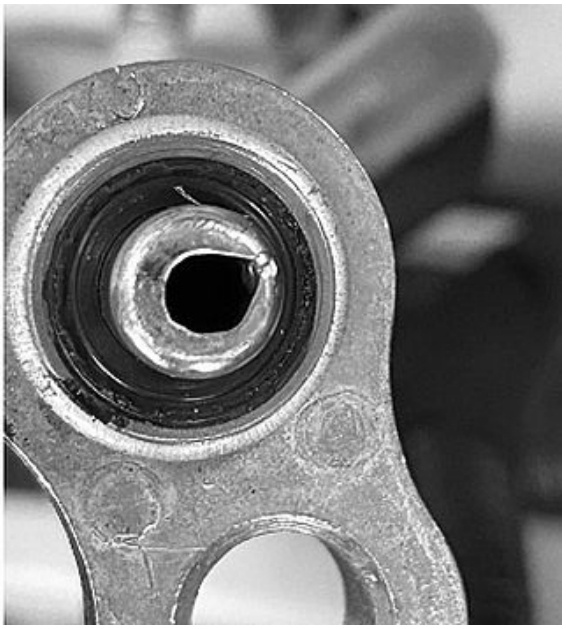
7. If no damage is noted in the valve or before replacing the valve, if it is damaged, inspect the opening in the pipe where the lower end of the check valve connects.
   - The opening should be no less than 6mm in diameter and should be centered in the pipe.
8. Test the size of the opening by attempting to insert a 6mm drill bit. See photo below of an improperly formed line

Important: If the opening is undersize or off center, it will need to be enlarged and centered using the procedure below. THERE SHOULD BE NO BURR ON THE LINE AT ALL, IT SHOULD BE EVEN AND SMOOTH ALL THE WAY DOWN THE PIPE. If the pipe is not repaired, it will damage the new valve.



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- If the line is severely damaged so that it cannot be modified, it will need to be replaced.

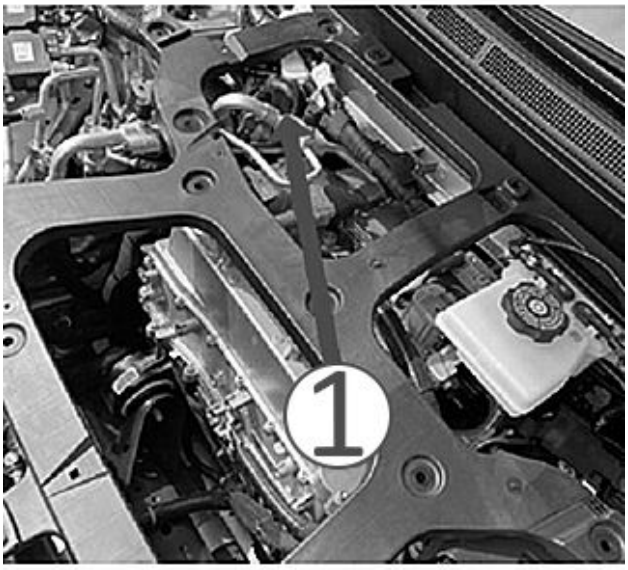
AC line Repair Procedure:

1. Remove the pipe from the vehicle.
2. Insert a piece of a paper shop towel into the pipe to catch any shavings that may drop in.
3. Using a clean 6mm drill bit, apply only hand pressure gently reaming the hole to enlarge the opening to 6 mm and center it. (if the hole is slightly larger than 6 mm when done this is acceptable).
4. After the hole is modified, use shop air on the opposite end of the line to remove the paper towel and push out any debris.
5. Thoroughly blow the pipe out from both ends to remove any particles that may have fallen into the pipe.
6. Reinstall the pipe with a new valve, if necessary, recharge system and retest temperatures using GDS2.
7. Test drive the vehicle to confirm the repair.

Correction 2

1. Inspect the wires at temperature sensors B222E sensor 5 and B222F sensor 6.
   - If they cannot be clearly seen it may be helpful to take a photo with a phone or use a borescope.
   - There should be a blue/black wire at B222E, temp sensor 5 and a gray/yellow wire at B222F temp sensor 6.
2. If it is found that the wires are not in the correct locations, due to the difficulty in accessing the sensors, swap the circuits at the K16 Battery Energy Control Module (BECM).
3. Swap X2 47 with X2 72 at the BECM and put labels on the circuits indicating the proper wire colors to avoid confusion in the future.

Correction 3



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1. Inspect for the presence of a lift bracket in the area shown in the graphic above.
2. If a bracket is present, remove it and inspect the AC line for damage.
   ⇒ If damage is found, replace the AC line.
3. Remove the bracket and discard it. This was installed for assembly plant use and is not necessary.
   ⇒ If no damage is found, remove and discard the bracket to prevent damage to the line in the future.

Version	1
Modified	Released March 04, 2025