

Power Doors OTA Update Released for 2025 Escalade



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**QR Code Scanning
Helps Avoid Input
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Programming Modules**

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Power Doors OTA Update Released for 2025 Escalade

2025 Escalade, Escalade ESV and Escalade V-Series models built early in the model year offered a power-assist exterior door system (RPO APD with R6W) that has power-assisted door opening and closing functionality. The system includes the same hardware as the full power door system (RPO APD) on the 2025 ESCALADE IQ. An Over-the-Air (OTA) update is now available for those early production Escalade models that will enable the power door system to provide full power open/close door operation.

FULL POWER OPEN/CLOSE DOOR OPERATION

The power door system enables each side door to power open or close with a touch of a button. Simply press and release the touchpad on the inside of the exterior door handle and the door will power open hands-free. Press the touchpad again and the door will power close. When in motion, the door automatically slows down prior to opening to a set position or closing.



The OTA update enables full power open/close door operation.



Touchpad on the inside of the exterior door handle

Current owners have been notified via email about the power doors feature and to accept the OTA update when prompted on the infotainment screen.

Escalade models now built with RPO APD at the factory will have the power open/close door feature installed and will not require the OTA update. The power door features will be available but not enabled on these models. The features should be enabled during the PDI process.

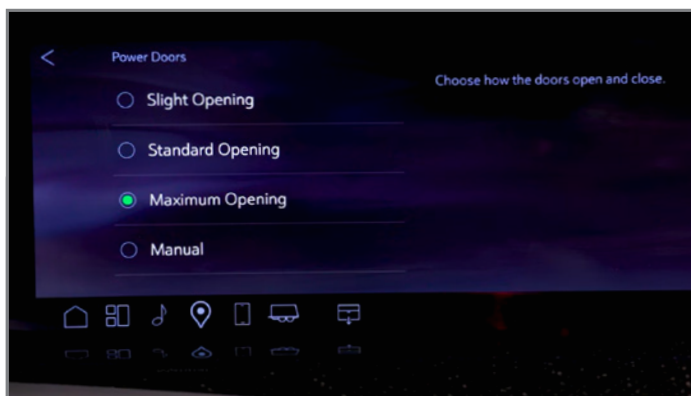


Current owners have been sent an email about the power doors feature.

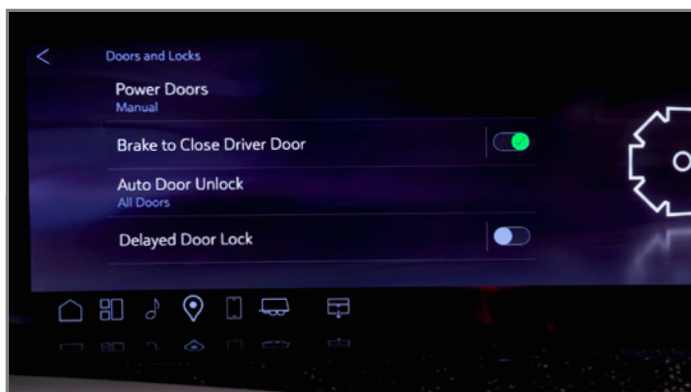
When the OTA update is available, the infotainment screen will display instructions asking the driver to accept and install the OTA update. Once the update has been successfully installed, the power doors will default to Manual mode, which is the power assisted doors setting. To enable full power open/close door operation, use the infotainment screen to select Settings > Vehicle > Doors and Locks > Power Doors. The following settings will be available:

- Slight Opening
- Standard Opening
- Maximum Opening
- Manual (power assisted doors)

Another feature that will be available after the OTA update is Brake-to-Close. The Brake-to-Close function will close the driver's door automatically when the driver presses the brake pedal after entering the vehicle. This setting can be enabled in the Power Doors menu.



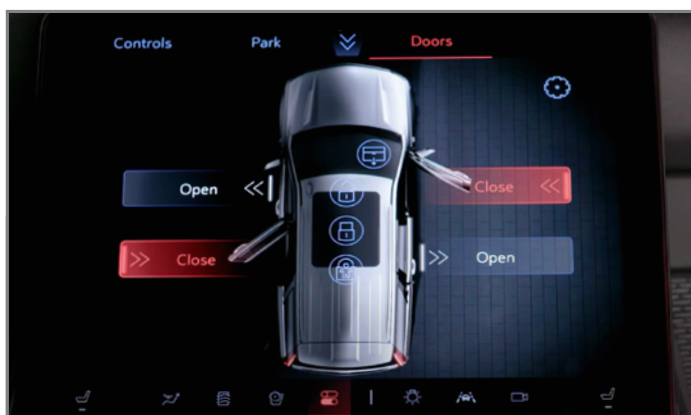
Power door settings



The Brake-to-Close feature can be enabled in the Power Doors menu.

Inside the vehicle, the power door functions can be operated using the Front and Rear Command Centers. Slide your finger on the touchscreen to operate each door.

Each power door also can be opened or closed by pulling the door handle.



Use a Command Center touchscreen to operate each door.

IF THE OTA UPDATE FAILS

If the OTA update fails and the customer visits the dealership, reattempt to install the OTA update after a vehicle sleep cycle. If the OTA update is no longer present or is not successful, the Power Open/Close Door software update should be completed using SPS2/SPS3 (VWP) on Techline Connect.

Refer to Bulletin #24-NA-113 for more information on Vehicle Wide Programming.

TIPS ON POWER DOOR OPERATION

- Both power door and power-assist door systems include a motorized door check-link assembly. The motorized door check-link assembly acts as the door check link to hold the door in position when open. Unlike a manual door with two detent positions, the door has infinite detent positions so that when the door is opened, the motorized door check link assembly holds the door in the position where the door stops. If the door is being held in an open position and it needs to be moved further open or closed, some additional effort will be needed to overcome the motorized door check link and then the door will move with power assist. This is normal operation, and no repairs should be made.
- Operation of the power front doors will feel differently than the power rear doors because of the size and proportion of the door. This is normal.
- The power doors may not close/cinch directly to primary in comparison to a traditional, non-powered door. The cinch may vary from door to door even on the same vehicle, with some closing completely to primary and some closing to secondary, and then fully closing to primary. Variation of cinching from door to door on the same vehicle is expected and depends on various conditions and build variables. The doors may close directly to primary; while other times the door may go to secondary, and then fully closed. Depending on the environment and how the door was closed, the doors may attempt to cinch when the striker is not completely aligned, resulting in the door moving slightly in the opening/ closing direction prior to cinching to ensure the door is fully closed/ cinched.
- Do not attempt to reprogram the doors or vehicle unless there is a repeatable current DTC. If history DTCs are present and there are not any specific door issues, do not attempt a repair.

Refer to #PIT6370 for more information about the OTA update and power doors operation.

► Thanks to Mike Waszczenko



TCSC Top Issues This Week

The Techline Customer Support Center (TCSC) is available to help dealerships with diagnostic and programming issues related to Techline Connect (TLC) and the Service Programming System (SPS).

TCSC has now released their latest tips to help technicians when using Techline Connect applications. (Fig. 1) Look for the latest tips on TechLink each week.

To get the most out of Techline Connect, be sure to review the following items before making a call to the TCSC.

The following information covers current issues and trends facing dealerships as of April 17, 2025.

WEEKLY ISSUES

1. U3000 Set After One or Both Side Blind Zone Modules Replaced on 2023+ Colorado, Canyon, Corvette and Envision

Engineering is tracking down the cause of this concern. Please answer the following questions to the best of your ability and provide them in your DCM case to TCSC for the quickest possible service:

- Do the replacement SBZ module(s) have a green dot/line on the part label?
- Where did you obtain the new service parts from?
- Were these parts ordered? If so, from where?
- Is there currently a SPAC case set up for this issue?
- Were these parts obtained from another dealer?

2. CASE Learn Issues on 2024-2025 T1XX Trucks Built with L5P Engines

Engineering is investigating an issue that occurs on 2024-2025 T1XX trucks built with the L5P engine, where the ECM was replaced and sets DTC P060C. These trucks will fail the CASE (Crank Angle Sensor Learn) in SPS2 and GDS2. Engineering is investigating the root cause and trying to determine the best resolution. There is not an ETA for a resolution at this time.

3. ECM E-4398 on 2024+ Colorado and Canyon

Technicians may receive an E-4398 error when programming the Engine Control Module (ECM) in SPS2. Vehicles may show in the build sheet that they were built with two different tire types/sizes. E-4398 indicates data is missing for the controller.

Please take note of the size of the actual tires installed on the vehicle before reaching out to TCSC as this will aid in quickly adding the data.

4. Body Control Module Enhancement. Immobilizer Learn NOT Required

An increase in cases has been seen on vehicles associated with customer satisfaction bulletin N242447610 where there are issues relearning key fobs when performing the IMMO learn.

Please note that the bulletin advises following the programming and set-up procedures covered in the appropriate Service Information, in which only programming and set-up of the BCM are listed as necessary steps. The immobilizer learn procedure is not required.

5. NFC Digital Card Not Working on 2024+ Vehicles

Engineering has identified an issue with the NFC card not working properly on 2024+ vehicles due to a VKM software issue. DTC U018B may be set in the vehicle. A bulletin is being developed for this issue. Meanwhile, please reach out to TCSC and provide the vehicle VIN so this issue can be escalated to Engineering for review and resolution.

6. PSCM Programming Turned Off for 2023 Bolt EUV

Programming for the Power Steering Control Module (PSCM) has been turned off for 2023 Chevrolet Bolt EUV models due to an issue with the steering wheel locking up after programming. A permanent solution is currently being developed. More information will be announced when available.

For any issues where the PSCM was programmed in these vehicles, contact TCSC for a VCI.

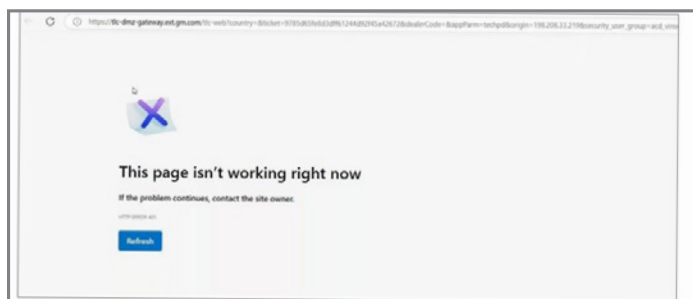
COMMON ISSUES

7. TLC Restricted Access

The following message may be seen when attempting to access Techline Connect.

The message indicates the current ID is blocked from accessing Global Connect. This can be for a multitude of reasons but typically is due to a counterfeit MDI device.

CONTINUED ON PAGE 5



The message indicates the current ID is blocked from accessing Global Connect.

To unblock the account, reach out to TCSC via Dealer Case Management (DCM) with the following information:

- User ID in Global Connect
- Email of User
- First and Last Name of User
- BAC/Dealer Code and Name of Dealership

TCSC will be able to reach out to the Cybersecurity team that will be able to determine the cause of the block and may be able to unblock the account. In the case of a counterfeit MDI, the counterfeit tool must be destroyed, and a legitimate Bosch device must be used to ensure the ID is not blocked again. Repeat offenders may not be unblocked from access.

8. E-9111/E-9113 TCM/MCVM Operation Errors

An E-9111 or E-9113 error may occur when programming the TCM, or after replacing the transmission assembly/valve body, and entering the TUN/PUN under MCVM Operations in SPS2.

The error is caused by a mismatch in data between the vehicle's TUN/PUN and the TUN/PUN uploaded in the GM database. Please ensure the complete TUN/PUN number is entered correctly, and that the TUN/PUN is in capital letters. Double check that the number zero (0) is not a letter "O" and that there are not any typos or extra characters.

If the TUN/PUN is correct, open a DCM case with TCSC and attach a clear picture of the replacement TUN/PUN in the case, as TCSC will require these to work with Engineering and have the issue addressed.

If you are receiving these errors via programming and the TUN/PUN was not replaced, TCSC may still require the TUN number.

9. Radio/IPC Part Missing from SPS2 Part Dropdown

When performing IPC Graphics programming or Radio USB programming, you may be prompted in SPS2 to select "Service Hardware." However, this is inaccurate.

For IPC Graphics programming, use the "Boot Software Part Number 1" found in GDS2 under Identification Information.

Similarly, for Radio USB Programming, use the "Calibration Part Number 1" (also may be called "Application Part Number 1") found in GDS2 under Identification Information.

10. 2024-2025 Silverado 2500HD/3500HD and Sierra 2500HD/3500HD Adding ZW9 (Bed Delete) Built with UV2 (HD Surround Vision Camera)

Engineering has confirmed that there are not any compatible calibrations that support both RPO ZW9 (Bed Delete) and RPO UV2 (HD Surround Vision Camera).

Please be advised that ZW9 cannot be added to vehicles with UV2 regardless of trim level.

11. Downsizing Tires on 2024+ T1 Trucks and SUVs Not Supported

At this time, TCSC is unable to support programming for downsizing the tire size on any MY2024+ Silverado, Tahoe, Suburban, Sierra, Yukon and Escalade models, including accessories, reconfigurations, or tire swaps taken off another vehicle.

12. 2025 Blazer EV Rocker Lighting Inoperative

There is a newly released customer satisfaction bulletin for 2025 Blazer EV models that may have inoperative rocker lighting: N242490010. The Body Control Module (BCM) and Electronic Lighting Control Module (ELM) will need reprogramming for this issue.

HOW TO CONTACT TCSC

- For U.S. ONLY: Assistance can be provided by using the Dealer Case Management (DCM) portal on Global Connect. If additional support is needed once the DCM case is created, contact TCSC at 1-800-828-6860. For U.S. only, a DCM case is required for phone support.
- For Canada: Contact TCSC at 1-800-828-6860 (English) or 1-800-503-3222 (French).
- For all other regions: Contact your regional Technical Assistance team for Global Techline Support.

► Thanks to the Techline team

Differences in Approach Lighting on Mid-Size SUVs

The approach lighting on the 2024-2025 Traverse and Acadia has several differences compared to the lighting elements on the 2025 Enclave. It's important to understand these differences when diagnosing any customer concerns about the exterior and interior lighting.

The following lighting functions are normal operation on these vehicles.

Traverse and Acadia Models

- Interior and exterior lights will illuminate when approaching the vehicle with the remote key fob.
- Additional exterior lighting animation occurs when approaching the vehicle on models equipped with the uplevel headlamps (RPO TGE).



The exterior lights will illuminate when approaching the Acadia with the remote key fob.

Enclave Models

- Interior lights will illuminate, but exterior lights will not illuminate when approaching the vehicle with the remote key fob.
- Exterior lighting animation occurs when locking and unlocking the vehicle, but there are not any exterior lighting functions when approaching the vehicle.



Exterior lighting animation only occurs on the Enclave when locking and unlocking the vehicle.

- Additional interior lighting animation occurs on models equipped with the interior dynamic ambient lighting package (RPO TSQ).

No parts should be replaced for these conditions.



Interior lighting animation occurs on Enclave models equipped with the interior dynamic ambient lighting package

For more information, refer to Bulletin #25-NA-073.

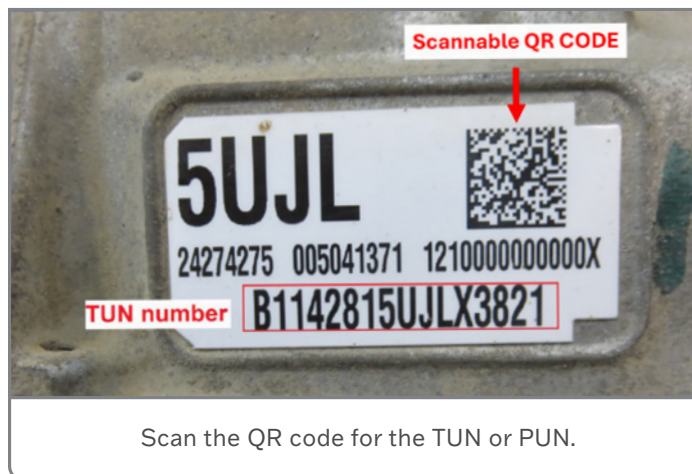
► Thanks to Jessica Thomas

QR Code Scanning Helps Avoid Input Mistakes When Programming Modules

When replacing a valve body or transmission on a GM vehicle, it is essential to gather Mechanical Characterization & Virtual Matching (MCVM) data from the cloud. Due to manufacturing variations, no two transmission solenoids are identical. Understanding these variations allows the Transmission Control Module (TCM) to compensate and correct for the differences.

There can be slightly different response curves to the same input, which is why the characterization data is tied to each solenoid's serial number and must be correctly entered into the Service Programming System (SPS) to ensure optimal transmission performance.

On 2016 and later GM models, technicians can help reduce human error and improve efficiency by using a simple QR code scanner to read the MCVM data, which can significantly reduce programming time and help prevent unnecessary rework. A QR code scanner can eliminate common data entry mistakes, such as misreading the letter "O" as the number "0" or superimposing incorrect characters, when inputting Transmission Unique Numbers (TUN) or Valve Body Part Unique Numbers (PUN) into SPS in the Techline Connect (TLC) system.



HOW IT WORKS

Instead of manually entering TUN or PUN values, which can be up to 22 characters, technicians can simply scan the QR code on the transmission or valve body using a compatible QR code scanner.

This process ensures accuracy by directly inputting the correct data into SPS, eliminating the risk of transcription errors.

ADDITIONAL USES

A QR code scanner tool is not just limited to transmissions. It can also be used for:

- Injectors – Quickly and accurately input Injector Quantity Adjustment (IQA) numbers without manual entry mistakes.
- Future Applications – Any instance where SPS in TLC asks for a serial number and a QR code is available.

QR CODE SCANNER GUIDELINES

For seamless integration into your workflow, it's recommended to use a QR code scanner that is compatible with the Techline Connect and SPS systems. There are several QR code scanners available from online retailers that do not require any special downloads or drivers. They are simple plug-and-play devices, making them easy to use with minimal setup.

Recommended guidelines include:

- "No drivers required," "Plug and play," or "HID device" listed in the product description
- USB wired or Bluetooth/2.4G capability
- Capture codes from screens
- 1D and/or 2D barcode support
- No software installation required; avoid scanners that mention needing a custom app, SDK, or setup wizard



TROUBLESHOOTING TIPS FOR THE DCA-8000P Diagnostic Charger

The GM DCA-8000P Diagnostic Charger – an Essential Tool for all U.S. dealerships – is the latest generation battery charger and tester from Midtronics that provides fast, accurate testing results. Most testing decisions are generated in two minutes or less.



GM dealers who have not yet purchased a DCA-8000P will receive a unit automatically. It will be shipped between December 2024 – December 2025. Additional units ordered prior to October 1, 2025, will receive special discount pricing.

TROUBLESHOOTING GUIDE

With this new tool arriving in dealerships, Midtronics has produced a Troubleshooting Guide covering some operating tips for using the tool. Select the link on the *TechLink* home page to view and print the PDF.

Here are some basic features of the tool to keep in mind while battery testing.

TOOL SETUP

On the first initial power up of the DCA-8000P, users are prompted to confirm various settings, connect to Wi-Fi, and enter the dealership's BAC code. These settings are required entries that enable automated warranty code functionality. Once setup has been completed, a tool user must be created in order to access the Main Menu.

Tool software is maintained through automatic, hands-free Over-the-Air updates via Wi-Fi. No manual updates are required.



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QR CODE SCANNING, FROM PAGE 7

BENEFITS OF QR CODE SCANNING IN SPS

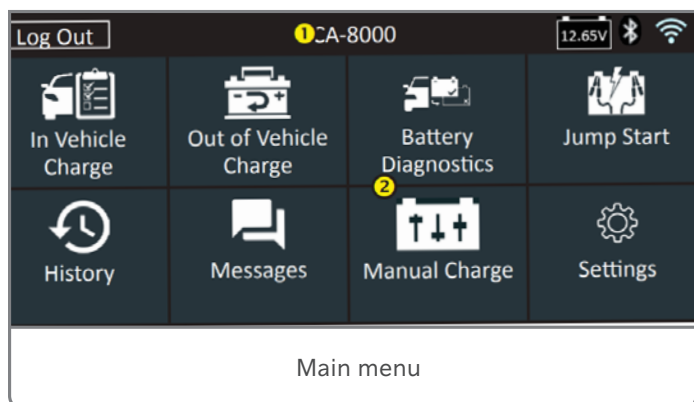
There are many benefits to using QR code scanning in SPS, including:

- Eliminates Human Error – No more misread or mistyped characters
- Saves Time – Inputting numbers manually can be slow and tedious; scanning is instant
- Prevents Rework – Avoid issues caused by incorrect data entries

- Improves Efficiency – Focus on repairs rather than troubleshooting data entry mistakes

By incorporating this simple yet effective tool into your diagnostic routine, the programming process can be streamlined while increasing accuracy. The next time you're working with SPS, upgrade your workflow with QR code scanning.

► Thanks to Marco Salcedo



VIN SCANNING

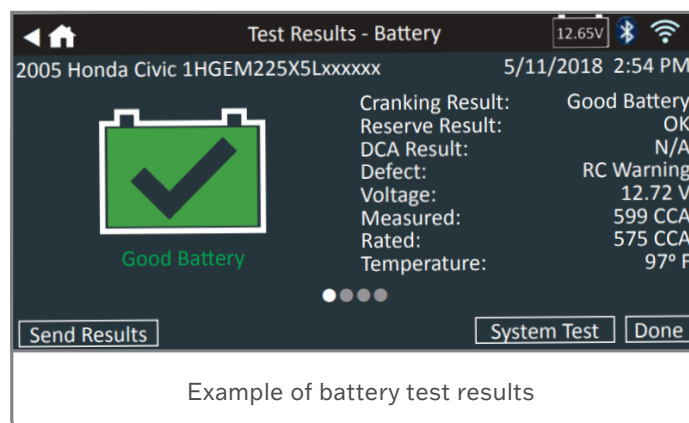
For scanning VINs, the DCA-8000P uses a handheld scanner connected to the back of charger. Once successfully scanned, the VIN is cross referenced with the GM battery specifications stored in the charger's database and displayed on the screen.

DIAGNOSTIC CHARGING

From the main menu, there are various applications to select for diagnostic charging, manual charging and administrative functions. The main application for testing and charging is the Diagnostic Charge application.

TESTING PROCESS

The testing process begins with a conductance test that measures the battery's ability to crank the engine. Once that testing is



completed, the charge acceptance test checks for the battery's ability to accept a charge back into the battery after it has been discharged. The final testing state is additional diagnostics that check for shorts, battery defects and other failure methods. Once all diagnostics are completed, the DCA-8000P automatically goes into a charging mode.

The results screen will show: Good – charging for service; Good – return to service; or a Replace decision.

Test results can be printed or emailed by tapping Send Results.

If you have questions or need assistance with the DCA-8000P, contact Midtronics toll-free at 866-592-8052.

► Thanks to Josh Shuck

TECH LINK

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