TECHLINK

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gm CUSTOMER CARE AND AFTERSALES

New Rear Heating/Cooling System Provides 3rd-Row Comfort

The 2025-2026 ESCALADE IQ/IQL and VISTIQ feature a first-of-its-kind rear cabin heating/cooling system (RPO C69) for 3rd-row passengers. The separate HVAC system, controlled by using the Front Command Center touchscreen or available Rear Command Center touchscreen, provides a fifth climate control zone in the vehicle.

The C69 system is isolated from the main cooling system on the vehicle and its only purpose is to provide rear cabin heating or cooling as requested by rear seat occupants. The system is not part of the high-voltage battery and drive unit cooling system on the EV models.


Climate controls are accessed on the Command Center touchscreen.

The rear heater coolant system circulates coolant through a separate loop and, using a coolant heater and coolant chiller, maintains coolant temperature to heat or cool the rear cabin. The system does not use A/C refrigerant lines or most typical A/C components.

SYSTEM OPERATION

The system includes the G75 Rear Passenger Compartment Coolant Pump, which circulates the coolant in the Rear Heater Coolant System loop (purple lines as shown) to maintain optimum operating temperature for rear cabin heating. The K16 Battery Energy Control Module (BECM) determines and controls the optimum speed that the coolant pump needs to operate to maintain coolant temperature and coolant flow.
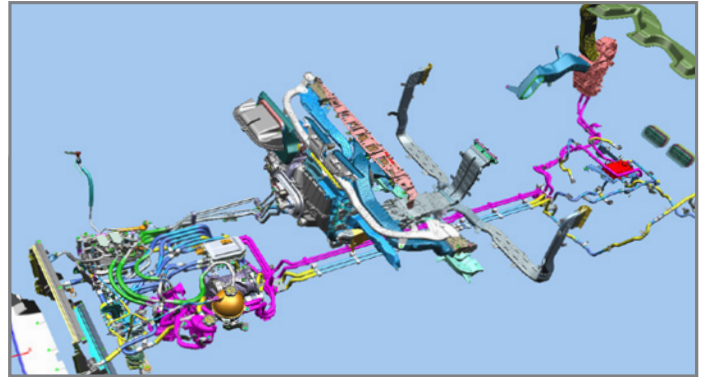
Coolant lines (purple) of the Rear Heater Coolant System

The Battery Energy Control Module monitors the coolant temperature with the B388H Hybrid/Propulsion System Coolant Temperature Sensor 7 (Chiller output) and B388H Hybrid/Propulsion System Coolant Temperature Sensor 8 (Electric Vehicle Coolant 2 Heater input).

The coolant is circulated by the Rear Passenger Compartment Coolant Pump into the Drive Motor Battery Coolant Cooler. The coolant flows in and out of the Drive Motor Battery Coolant Cooler (chiller 2) and into the rear heater core. The coolant exits the heater core and returns to the surge tank (reservoir at the front of the vehicle), and then flows into the inlet of the Rear Passenger Compartment Coolant Pump.
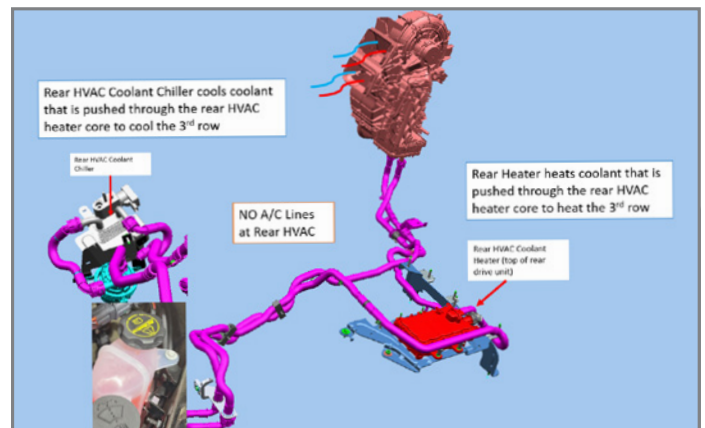
Rear HVAC coolant chiller and rear HVAC coolant heater

Working together with the Vehicle Coolant Heater 2 and the Drive Motor Battery Coolant Cooler 2, the Battery Energy Control Module controls the on and off time to maintain the coolant temperature.

COOLANT LEVEL

The rear HVAC system includes a separate rear coolant system, which means there are two coolant reservoirs located under the hood; one is the coolant reservoir for the Rechargeable Energy Storage System (RESS) — for heating and cooling of the HV battery, drive units and power electronics — and the other is for the rear HVAC system.

There are two coolant reservoirs located under the hood (VISTIQ shown).

Both systems use pre-mixed DEX-COOL®, which is a 50/50 mixture of DEX-COOL and de-ionized water.

Since the two cooling systems are isolated from each other, if the 3rd-row auxiliary coolant bottle is low, any potential leak cannot be associated with the high-voltage propulsion system.

PURGING THE SYSTEM

When servicing the rear HVAC system, use GDS2 to run the pump to purge the system of air after filling it. This is a critical function that must be done to remove air from the system. Be sure to follow all steps in the draining and filling procedure in the appropriate Service Information.

To purge the system, perform the Rear Passenger Compartment Coolant System Fill Request using GDS2. Listen for water pump activation and movement of the control valves while monitoring the coolant level in the surge tank. Add coolant as necessary to maintain the fluid level at the cold fill line.
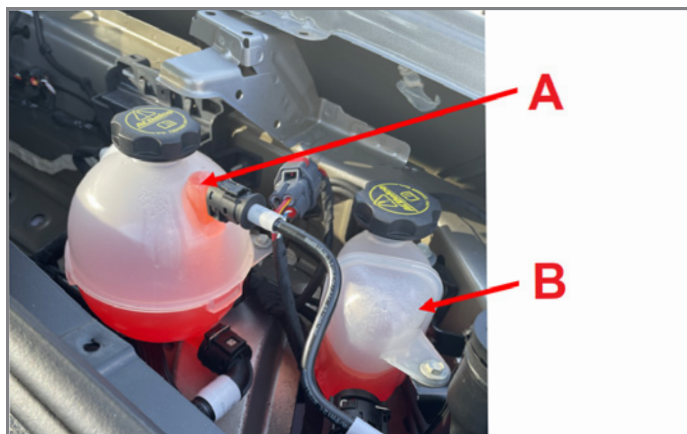
RESS coolant reservoir (A) and 3rd-row HVAC system reservoir (B) (ESCALADE IQ shown).

After the process is completed, fill the surge tank to the cold fill line and wait two minutes. Next, disconnect the negative battery cable, wait three minutes and reconnect the cable.

Repeat these steps to ensure the cooling system has been adequately filled and then use GDS2 to perform the Rear Passenger Compartment Coolant System Test. The test will check that the system is operating properly.

For more information, refer to the component information in the Hybrid/EV System Heating and Cooling section in the appropriate Service Information.

▶ **Thanks to Mark Shearer and Kayla Battaglia**

Remove Protective Films on Overhead Console During PDI on the ESCALADE IQ/IQL

During the Pre-Delivery Inspection (PDI) of the 2025-2026 ESCALADE IQ/IQL, all interior protective coverings should be removed as covered on the PDI form, including on the front overhead console.

Remove both clear protective films covering the front overhead console.

TWO PROTECTIVE FILMS

There are two clear protective films on the front overhead console — a smaller film that covers the speaker grille and a larger film over the full console. Both protective films are neatly trimmed to match the shape of each part. The small film protects the surface of the speaker grille surround and sunroof controls while the large film protects the full console, including the OnStar buttons, hazard warning flashers button and passenger air bag indicator as well as the speaker grille.

In some cases, the smaller clear protective film covering the speaker grille may be missed during PDI, leading to an unnecessary return visit by owners to the dealership for service.

There are two films over the console.

TIP: Both protective films should be removed during PDI. Removing the films after vehicle delivery is not a valid warranty claim. Refer to the ESCALADE IQ Pre-Delivery Inspection Form for all inspection items.

Clear film covering the speaker grille

FALSE THEFT ALARM

If left in place after vehicle delivery, either of the protective films may trigger a false interior motion reading by the intrusion sensor of the Content Theft Deterrent System mounted in the overhead console.

2025 Model Year Transmission Fluid Capacities Chart

A new TechLink reference chart is now available covering transmission fluid capacities. The 2025 Transmission Fluid Capacities chart can be viewed under the Reference Charts menu or by selecting the chart image below.

The chart includes transmissions, RPO, capacity specifications (liters and quarts) and fluid requirements for 2025 Chevrolet, Buick, GMC and Cadillac models.

For additional information on the appropriate transmission fluid for a particular transmission application, refer to the Service Information. Under the Maintenance Items link at the top of the Service Category Type page, links are provided for the Approximate Fluid Capacities, Fluid and Lubricant Recommendations, and Transmission Fluid Drain and Fill procedures. In addition, the Maintenance Items page provides quick access to a variety of other maintenance information.

More information also can be found in the Owner's Manual, available from the Vehicle Publication page in Service Information.

▶ **Thanks to Mark Gordon, Mark Kevnick and Marty Leach**

2025 TRANSMISSION CAPACITIES & FLUIDS (U.S. and Canada only) CHEVROLET

MODEL	TRANSMISSION	RPO	FLUID CHANGE CAPACITY		FLUID
			LITERS	QUARTS	
BLAZER	9T60	M3T	5.0–6.0	5.3–6.3	DEXRON-VI
	9T65	M3V	5.0–6.0	5.3–6.3	DEXRON-VI
COLORADO	8L80	MFC	7.0	7.4	DEXRON HP
CORVETTE	DCT TR9080	M1L	11.4 (Overhaul)	12.1 (Overhaul)	TITAN EG FFL-4
	DCT TR9080	M1M	11.9 (Overhaul)	12.6 (Overhaul)	TITAN EG FFL-4
CORVETTE E-RAY	DCT TR9080	MLH	11.4 (Overhaul)	12.1 (Overhaul)	TITAN EG FFL-4
	FWD; 120kW Motor	HP1	3.0	3.2	DEXRON ULV
EQUINOX	VT40	MRQ	7.0	7.4	HP CVTF
	8T45	MGH	5.0–6.0	5.3–6.3	DEXRON VI
EXPRESS	8L80	MTH	7.0	7.4	DEXRON HP
	8L90	N8X	7.0	7.4	DEXRON HP
LOW CAB FORWARD	6L90	MYD	5.7	6.0	DEXRON VI
	8L90	N8X	7.0	7.4	DEXRON HP
	LCT1000	MW7	14.5 (Overhaul)	15.3 (Overhaul)	CASTROL TRANSYND
	A465	IR7	10.0	10.6	Automatic Transmission Fluid (Not DEXRON III)
	2550RDS	MPQ	14.5 (Overhaul)	15.3 (Overhaul)	CASTROL TRANSYND
MALIBU	VT40	MRG	7.0	7.4	HP CVTF
SILVERADO 1500	8L80	MFC	7.0	7.4	DEXRON HP
	10L80	MQB	7.7	8.1	DEXRON ULV
	10L80	MQC	7.7	8.1	DEXRON ULV
	10L80	MHT	7.7	8.1	DEXRON ULV
	10L80	MI2	7.7	8.1	DEXRON ULV
	10L80	MHS	7.7	8.1	DEXRON ULV
SILVERADO 2500/3500 HD	10L1000	MKM	13.6	14.4	DEXRON ULV
	10L1000	MGM	13.6	14.4	DEXRON ULV
	10L1000	MGU	13.6	14.4	DEXRON ULV
TAHOE/SUBURBAN	10L80	MQC	7.7	8.1	DEXRON ULV
	10L80	MHS	7.7	8.1	DEXRON ULV
TRAILBLAZER	VT40	MRG	7	7.4	HP CVTF
	9T45	M3F	5.0–6.0	5.3–6.3	DEXRON VI
TRAVERSE	8T65	MF8	5.0–6.0	5.3–6.3	DEXRON VI
TRAX	6T40	MNH	4.0–6.0	4.2–6.3	DEXRON VI

PROTECTIVE FILMS, FROM PAGE 4

The intrusion sensor uses two ultrasonic sensors to detect any motion inside the vehicle. The false theft alarm also will result in a message from OnStar via the myCadillac mobile app notifying the owner about the alarm.
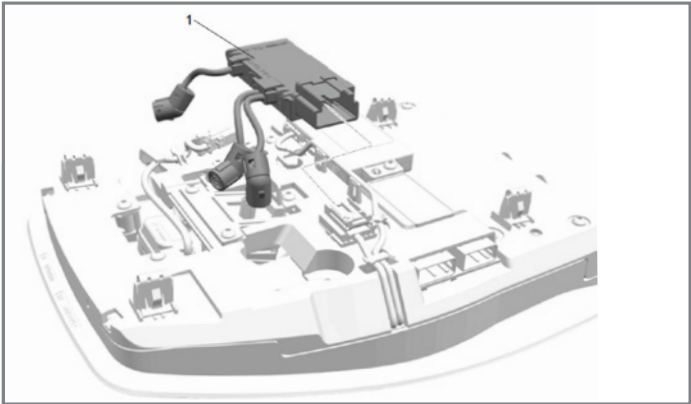
Intrusion sensor of the content theft deterrent system

Overhead console with both protective films removed.

If there is a false theft alarm condition on the vehicle, check that both protective films have been removed from the overhead console before making any repairs.

▶ **Thanks to Mark Shearer**

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. 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 May 28, 2025.

WEEKLY ISSUES

1. 2024 XT4 with a "No Communication" Error when Reading Front View Camera Data with GDS2 After Module Replacement

Some 2024 XT4 models may have a "no communication" error when reading Front View Camera data with GDS2 after module replacement. The error does not affect performance or set any DTCs. If this error is seen, contact TCSC using one of the contact methods listed below. Engineering is aware of this issue and a fix will be available in the next GDS2 update.

2. 2025 T1 Truck and SUV Extended Idle (SK4) Not Yet Available

Calibrations for Extended Idle (SK4) have not yet been released for 2025 Silverado, Sierra, Escalade, Tahoe, Suburban and Yukon models. These vehicles are planned to be supported but no ETA is available yet for when the calibrations will be released.

3. 2025 T1 Truck Manual Regeneration (FPF) Not Yet Available

Calibrations for Manual Regeneration (FPF) have not yet been released for 2025 Silverado and Sierra trucks. These vehicles are planned to be supported but no ETA is available yet for when the calibrations will be released.

4. 2024+ LYRIQ with E-4398 in LRR/SRR//SOSM Modules

There is currently a known issue that will cause the Long-Range Radar (LRR), Short-Range Radar (SRR) and/or Side Object Sensor Modules (SOSM) to receive error E-4398 when programming in SPS2 or during Vehicle-Wide Programming (VWP).

These vehicles are currently awaiting a software release that is planned to be available soon. TCSC is unable to provide a VCI as a workaround while the release is unavailable.

5. Bulletin #25-NA-081 Calibrations not Available for 2025 XT4 Rear Short-Range Radar.

Bulletin #25-NA-081 (Document ID#: 6879049) was released on March 31, 2025, for an issue with the Park Assist button flashing and/or a "Service Side Detection" message on the Driver Information Center of some XT4 models due to a software anomaly.

While the document states to reprogram the R233R to resolve this issue, the updated calibrations are not yet available. SPS2 will allow reprogramming, but it will not resolve the problem.

Engineering is working on releasing the calibrations, but there is not yet an ETA when this fix will be available.

6. U3000 Set After One or Both Side Blind Zone Modules Replaced on 2023+ Colorado, Canyon, Corvette, CT4 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?

7. 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.

8. NFC Digital Card Not Working on 2025 Vehicles

Engineering has identified an issue with the NFC card not working properly on 2025 vehicles due to a VKM software issue. DTC U018B may be set in the vehicle. A bulletin is being developed for this issue. 2024 models were previously mentioned, but 2024 models are not affected as they do not have NFC capability. Meanwhile, please contact TCSC using one of the contact methods listed below and provide the vehicle VIN so this issue can be escalated to Engineering for review and resolution.

COMMON ISSUES

9. 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.
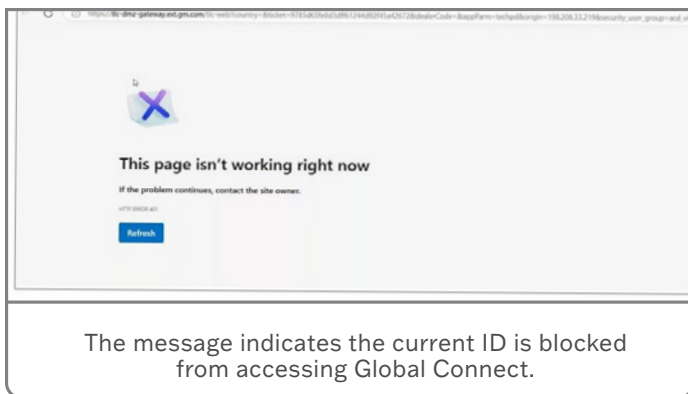
The message indicates that the current ID is blocked from accessing Global Connect. This can be for several reasons but typically is due to a counterfeit MDI device.

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.

10. 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.

11. 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.

12. 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.

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**

Vehicle-Wide Programming Status Summary Now Includes All Control Modules

The Vehicle-Wide Programming (VWP) feature in Techline Connect (TLC) has been updated with several enhancements in the latest software release. VWP, which allows multiple control modules to be programmed during the same event and reduces overall programming time, now provides post-programming control module summary screens of all control modules on the vehicle regardless of their VWP capability.

Vehicle-Wide Programming Status summary screen

Vehicle-Wide Programming is currently available on many 2022-2026 GM models. Refer to the appropriate Service Information for additional information about the VWP process.

TIP: Vehicle-Wide Programming will only work with a wired MDI2 connection. It is also necessary to remove any wireless dongles from the computer being used as these will not allow Vehicle-Wide Programming to be selectable. If Vehicle-Wide Programming is not selectable with a wired MDI2, confirm it shows disconnected in SPS2 and then (if needed) exit out of SPS2 and log in again.

VEHICLE MODULE STATUS SUMMARY

With the latest update, technicians will be able to quickly see which control modules were updated via VWP as well as the control modules that are out of date and need programming updates, even if they aren't capable of being programmed as part of the VWP process.

On vehicles that offer Vehicle-Wide Programming, the blue Vehicle Software Status button will be shown on the right side of the SPS screen.

Vehicle Software Status button
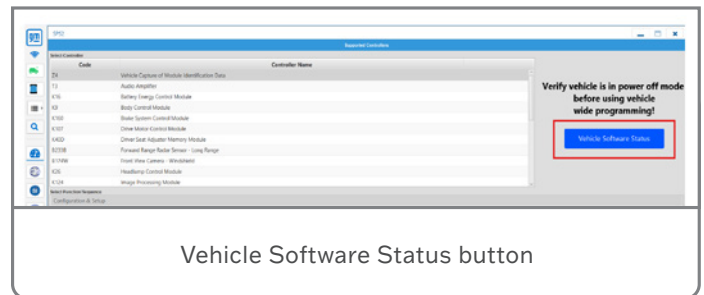
Once the control modules on the vehicle have been checked for updates, the module summary screen will appear. If there are not any updates needed, the Vehicle Software Status screen will show all modules are up to date.

Vehicle Software Status screen showing updates available.

If there is a VWP update available after selecting the Vehicle Software Status button, the Vehicle Software Status screen will indicate which modules can be updated.

Once Vehicle-Wide Programming is completed, the programming status of all modules will be displayed.

VWP Status screen showing all control modules.

After programming is completed, a "partial" warranty claim code will be displayed if additional programming is needed.

CONTROL MODULE STATUS

The control module status description before a programming event provides clear information about which modules require updates.

VEHICLE MODULE STATUS SUMMARY (BEFORE PROGRAMMING)	
VWP RESULT	**STATUS**
Not Capable	Standalone Updated Needed (SPS2)
Required	Update Available
Not Required	Up to Date

Once programming is complete, the control module status is shown with details on the modules that were successfully programmed and those that require additional programming.

VEHICLE MODULE STATUS SUMMARY (AFTER PROGRAMMING)	
VWP RESULT	**STATUS**
Not Capable	Standalone Updated Needed (SPS2)
Success	Up to Date
Failure	Standalone Updated Needed (SPS2)
Not Required	Up to Date

After a programming event, the warranty claim code and the programming status description are provided at the top of the Vehicle-Wide Programming Status screen. The status description indicates if additional programming is needed:

- **Up to Date** – All control modules were successfully programmed, or the modules were up to date and programming was not required.
- **Not Fully Up to Date** – At least one control module was not programmed. Failed modules will be highlighted in red.
- **Failed** – All control modules failed to program.

If a failed programming event occurs, VWP should be repeated one time prior to using SPS2 to program the affected control modules. A separate warranty code will be displayed.

Refer to Bulletin #24-NA-132 for the latest guidelines on warranty claim submissions or see your Warranty Administrator with any questions on warranty claim submissions for Vehicle-Wide Programming.

For dealer assistance, the Techline Customer Support Center (TCSC) can be contacted using the applicable methods below:

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

▶ **Thanks to the Techline team**

Key Fob Learning on 2025 Police and Special Service Vehicles

The 2025 Tahoe can be equipped with special service vehicle packages for police use (RPO 9C1) and special service use (RPO 5W4).

Tahoe police package vehicle; shown with aftermarket equipment

On these vehicles, it may be difficult to learn additional Remote Keyless Entry transmitters (key fobs) to the vehicle during the immobilizer learn procedure. To address this condition, updated Body Control Module (BCM) calibrations have been released to assist with the immobilizer learn process. Be sure to update the BCM with the latest calibrations before learning new key fobs.

In addition, the location of the immobilizer coil has changed slightly on 2025 Tahoe models. The immobilizer coil (T10JA Low Frequency Instrument Panel Number 2 Antenna) is located further away from the ledge where the fob is placed during the immobilizer learn procedure. During the learn procedure, position the key fob with the buttons facing upward and the base of the fob towards the instrument panel center stack.

TIP: If it is still difficult to learn the key fob with the fob in the new position on the center console, the fob can be placed in front of the Start/Stop Switch (just below the ledge) with the buttons facing towards the rear of the vehicle.

If the Remote Key Pairing option is missing from the Settings menu on the infotainment screen (vehicles equipped with RPO 5W4), refer to #PIT6360.

Position the key fob with the buttons facing upward and the base of the fob towards the instrument panel center stack.

Before beginning the immobilizer learn procedure, keep in mind that Content Theft Deterrent (CTD) is not available on vehicles equipped with RPO 5W4 or 9C1, which will cause a 2-hour timer for SPS IMMO Learn procedures.

For more information, refer to #PIT6388.

▶ **Thanks to Scott Fibranz**