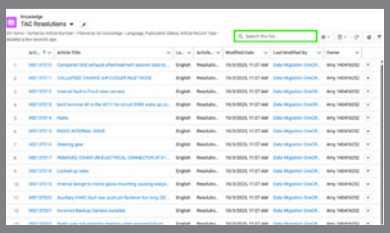
TECH LINK

October 2025, Volume 27, No. 19

HUMMER EV Sky Panel Adjustment Tips

The removable, transparent modular Sky Panels and detachable front I-Bar offer open-air driving on the HUMMER EV Pickup and SUV.



Search TAC Resolutions in CX Connect

see page 6

HUMMER EV Sky Panel Adjustment Tips

The 2022-2026 HUMMER EV Pickup and 2024-2026 HUMMER EV SUV offer the available Infinity Roof (RPO CC3) with four removable, transparent modular Sky Panels and a detachable front I-Bar. Each roof panel can be removed independently. The I-Bar over the front seat can be removed as well for open-air driving.

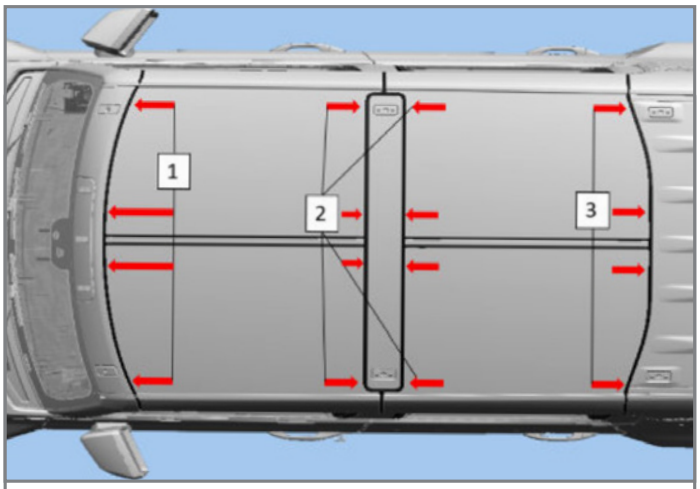
The HUMMER EV's rugged styling and squared-off design along with the flat, upright windshield can lead to characteristically loud wind noise in certain driving conditions. However, any wind noise concerns related to the removable Sky Panels may be due to an improper fit or alignment. The unique sky panels and frameless side windows must be aligned properly to ensure proper sealing to prevent wind noise as well as water leaks.

For any wind noise conditions, begin diagnosis be performing a visual inspection of the Sky Panels for a proper fit and flushness. Also perform a visual inspection of the side windows to make sure the glass is oriented properly in the window opening.

Bulletin #25-NA-314 has been released with helpful information about diagnosing wind noise conditions related to the Sky Panels and the side glass.

SKY PANEL ALIGNMENT

With the sky panels installed, inspect the alignment of the Sky Panels for proper gaps. The specifications for the gaps for the front Sky Panel to each header are:



Check the bulletin for specifications for the Sky Panels to the front, middle and rear headers.

1. Front Sky Panel to Front Header

Gap Fore/Aft: 8.0mm ± 1.5 // 1.0 Flushness: 0.0 ± 1.5

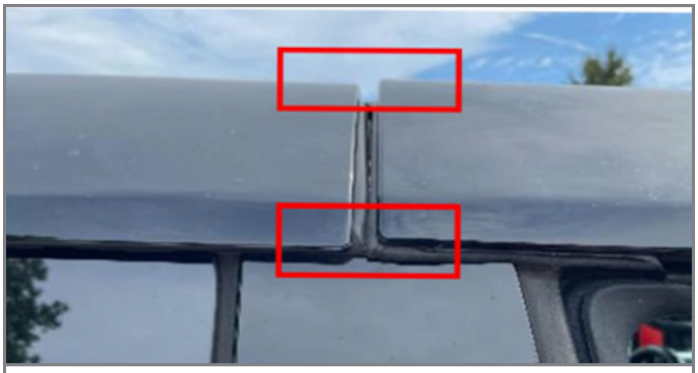
2. Front and Rear Sky Panel to Middle Header

Gap Fore/Aft: 8.0mm ± 1.5 // 1.0 Flushness: 0.0 ± 1.5

3. Rear Sky Panel to Rear Header

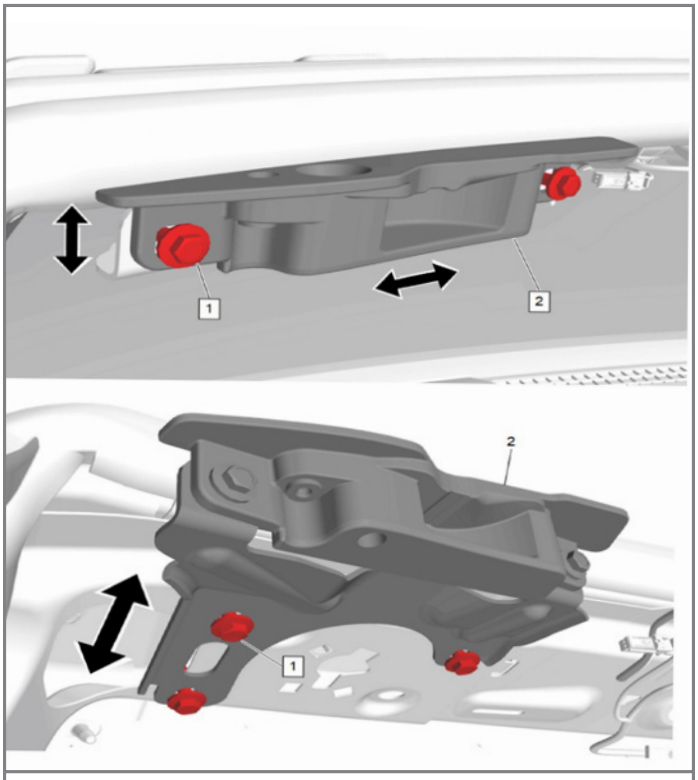
Gap Fore/Aft: 8.0mm ± 1.5 // 1.0 Flushness: 0.0 ± 1.5

CONTINUED ON PAGE 3



Incorrect panel alignment

If the measurements are out of specification, refer to the appropriate Service Information to make adjustments. Incorrect Sky Panel alignment may lead to wind noise as well as water leaks.

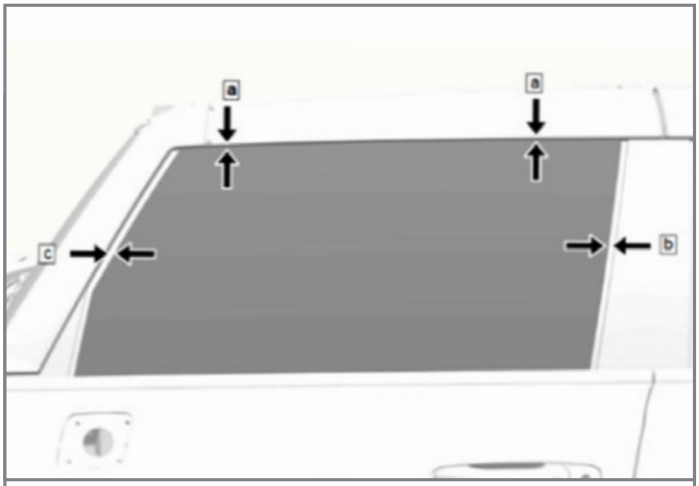


The Sky Panel can be adjusted cross-car, up/down and fore/aft.

Sky Panel alignment is controlled by two receivers on each panel. The Sky Panel can be adjusted cross-car, up/down and fore/aft.

SIDE GLASS ALIGNMENT

The frameless door glass must be properly aligned to ensure a good seal and prevent wind noise and water leaks. Inspect each window for correct horizontal alignment as well as the tip of the glass being fully seated into the Sky Panel window weather strip. Refer to either Front or Rear Window Adjustment in the appropriate Service Information for the alignment procedures and specifications.



Check the specifications for the height and position of the side door glass.

The height and position of the side door glass for all four windows are the same:

A. Glass should penetrate top seal 4.5mm +/- 1.5mm

B. Gap should be 10mm +/- 1.5mm

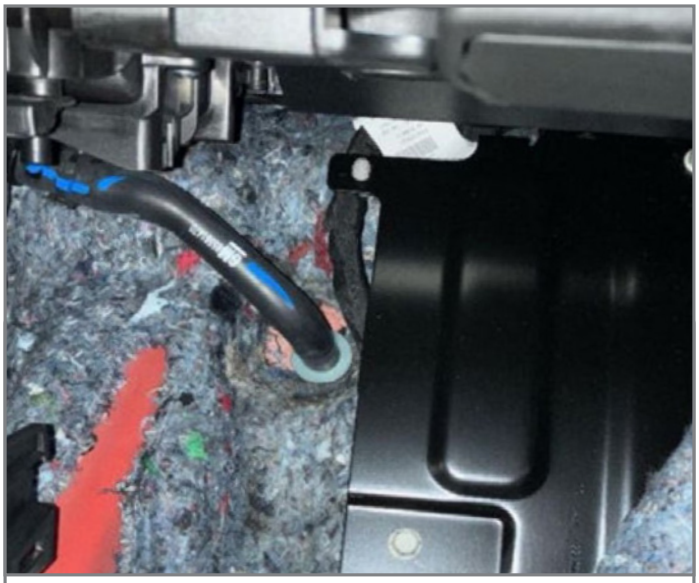
C. Gap should be 10mm +/- 1.5mm

For additional information, including examples of correct and incorrect Sky Panel alignment, refer to Bulletin #25-NA-314.

▶ Thanks to Mark Shearer

Water Leak on Front Passenger Floor

Water may be found on the front passenger floor of some 2024-2026 Equinox EV and 2025 OPTIQ models. The water leak may be caused by an unseated A/C drain tube in the instrument panel bulkhead.



A/C drain tube

If the passenger-side front carpet is wet, inspect the A/C drain tube and reseat it if it is disconnected. If there is a visible discoloration on the underside of the carpet or any odor retention, the carpet may need to be dried out or replaced.

Disconnected drain tube

BODY SEAM SEAL

On Equinox EV models, also check the body seam under the passenger-side front carpet. If the drain tube is seated properly, the body seam may be allowing water to intrude into the passenger compartment.

Body seam

To access the body seam, it will be necessary to remove the passenger seat, disconnect the seat harness, remove the door sill and center console side trim, and then remove the passenger-side carpet. Also remove the Brake Electronic Control Module (BECM) bracket. The BECM does not need to be disconnected; just lift up the module and set it aside.

Next, from under the vehicle, remove the underbody panel and drive unit. Locate the body hole on the passenger's side of the frame in front of the high-voltage connectors and battery pack.

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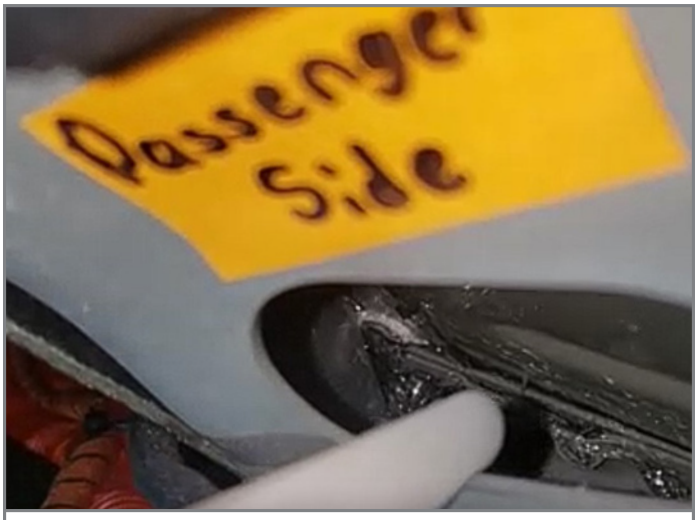
Body hole on the passenger's side of the frame



Apply sealer along the seam

Check for a leak in the paint shop sealer by applying water from under the vehicle at the seam.

TIP: If excess sealer is present in this location, use a long pick or an 8-inch flathead screwdriver to remove it from the underbody prior to cleaning and re-sealing the area.

Apply sealer along the seam between the sheet metal. Use a small brush to push sealer into the gap.

Refer to Bulletin #25-NA-149 for additional information, including part numbers.

ODOR DUE TO WATER INTRUSION

Anytime there is water intrusion in a vehicle, check porous and semi-porous components, such as carpet, fabric trim covers and foam insulation, for visible staining and odor. Isolate the odor source inside the vehicle or remove and segregate interior trim and components to isolate the source. The vehicle and interior trim should be evaluated separately to determine if the odor stays with the vehicle or the interior components.

For detailed information on odor diagnosis and correction, check out Document ID 5735421 and 5652134 in the appropriate Service Information.

Refer to Bulletin #25-NA-291 for more details on odor elimination.

▶ Thanks to Kurtis Hoezee

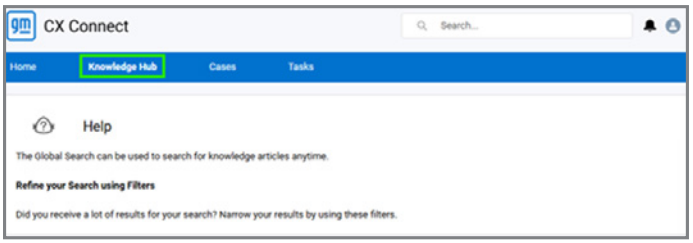
Search TAC Resolutions in CX Connect

TAC resolutions are now available in the CX Connect knowledge hub. Here's how to access and search the resolutions database.

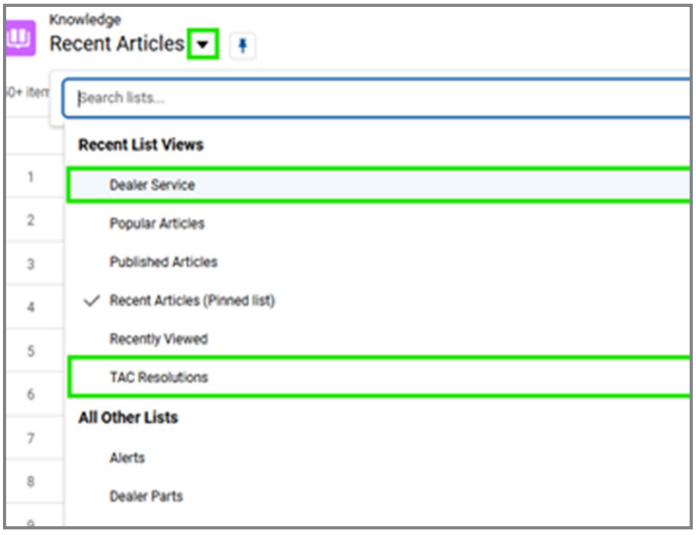
ACCESSING TAC RESOLUTIONS

1. To access dealer resolutions, navigate to the Knowledge Hub tab in the navigation bar:

2. In the Knowledge Hub, select Dealer Service:

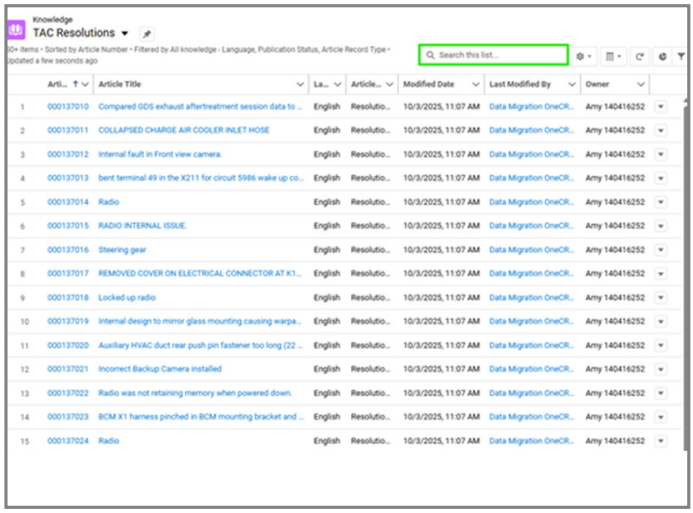


3. On the Dealer Service page, select the dropdown under Knowledge and select Dealer Service or TAC Resolutions:



Note: You can search for resolutions in either the Dealer Service or TAC Resolutions list view.

4. You can now search for resolutions in the Search bar:



The resolutions use keywords to help in locating the proper articles quickly. Search by the following to help refine the results:

- Model Year
- Make
- Model
- Symptom or Issue

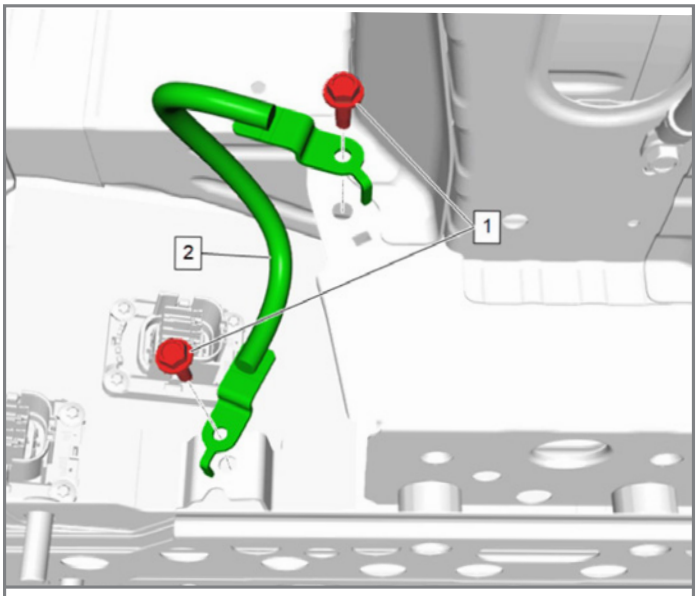
MORE INFORMATION

For more help with using CX Connect, refer to the CX Connect Case Creation Help job aid. It includes step-by-step instructions for creating a case, including entering vehicle information, completing the dealer instructions and filling out the assessment fields, as well as tips on attaching files and other information.

▶ Thanks to John Sauer

High-Voltage Battery Pack Rear Ground Strap Bracket

New high-voltage battery packs for 2022-2026 HUMMER EVs, BrightDrop EVs; 2024-2026 Silverado EV, Sierra EV; and 2025-2026 ESCALADE IQ models are now shipped to the dealership without the rear ground strap and/or the rear ground strap mounting bracket, which have been eliminated in production.



Updated Service Information procedure

The removal of the rear ground strap bracket has required an update to the high-voltage battery pack installation procedure in Service Information.

If there is a rear ground strap bracket on the new high-voltage battery pack, bolt the strap back on to the battery pack during installation.

Ground strap bracket

However, if there is not a bracket on the new high-voltage battery pack, remove the rear ground strap from the vehicle and discard the ground strap.

High-voltage battery pack without the rear ground strap bracket.

For more information, refer to Hybrid/Electric Vehicle Battery Pack Removal and Installation in the appropriate Service Information.

▶ Thanks to John Riker

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 October 1, 2025.

WEEKLY ISSUES

1. 2026 Silverado 1500 and Sierra 1500 Trucks Now Supported for Wireless Keypad Accessory

Calibrations have been released and TCSC is now able to make the necessary changes to support the addition of the keypad accessory on 2026 light-duty trucks. Please contact TCSC to have this accessory added.

There is currently an issue with Wireless Keypad Accessory kits for 2024 and 2025 LD/HD pickups where the keypad will fail to learn to the vehicle. You may see the error: "Communication Could Not Be Established" and/or "Write Failure."

This is a known issue, and engineering is currently researching a solution. There is no ETA at this time.

2. Speed Governor Calibrations Not Available for 2025+ T1 Trucks (LD/HD) Built with RPO QHY Wheels.

Calibrations have not been released for Speed Governors (9C2, 9B9, 9D7) for 2025+ Trucks (Silverado/Sierra) built with QHY (LT235/80 R18) Wheels.

There is no planned release for these calibrations at this time.

3. 2025+ T1XX Trucks and SUVs with 9C1/5W4 – Auto Protected Idle Requires No Changes from TCSC

These vehicles are pre-built with the correct calibration for Auto Protected Idle and no changes are required from TCSC.

If the build date of the vehicle is before August 2025, the vehicle will require a BCM update through SPS2 to receive the latest calibrations to accommodate the Auto Protected Idle.

Note: Auto Protected Idle does not add Extended Idle. Extended Idle is already enabled on 2025+ vehicles built with 9C1/5W4.

4. Front-View Camera Programming or Camera Learn Issues Specific to 2024 Colorado and Canyon (ZR2)

There is currently a known issue with the Front-View Camera involving ONLY 2024 Colorado/Canyon built with ZR2 and UHY, and without UWI, UKW, or ULV.

The Front-View Camera may fail to program or set loss of communication codes such as U0265. The Camera Learn also may fail in GDS2 with various errors.

A VCI is required to correct this problem. Please reach out to TCSC for this fix.

5. #PIT6428: 2022 T1XX LD Trucks and T1 SUVs Built with IOR Radio

When attempting to program the Radio (Non-USB) through SPS2, specific to ONLY 2022 Silverado 1500 and Sierra 1500 trucks as well as 2022 Tahoe, Suburban, Yukon and Escalade SUVs, an E-4491/E-4423 error may appear that shows unknown reprogramming error 1 at step 0 as seen below:

- E4491: Reprogramming Error! Check all connections and reset Programming Interface!
- E4423: Unknown reprogramming error 1 at step 0

This is a known issue. If you are receiving this error, please contact TCSC for a VCI to correct this problem. Refer to #PIT6428 for more information.

COMMON ISSUES

1. Bulletin #24-NA-098: SPS Best Practices and Programming Error Troubleshooting

Document ID: 6662319 has been published to assist with common programming errors, descriptions and recommended helpful/general troubleshooting for SPS errors. Please refer to this page if you encounter a programming error within SPS2/TLC.

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2. 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 CX Connect 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.

3. 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.

4. T1XX Trucks ECM/Radio/IPC Part Missing from SPS2 Part Dropdown

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

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

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

Additionally, for the ECM, use the "Calibration Part Number 1" (also may be called "Software Module Part Number 1") found in GDS2 under Identification Information.

5. 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.

6. T1 Full-Size Trucks and SUVs Downsizing of Tires is NOT Supported

Please be advised that downsizing tires of any kind is not supported on any T1 series vehicle from 2021 – Current. This includes full-size trucks (Silverado, Sierra) as well as SUVs (Tahoe, Suburban, Yukon, Escalade).

7. DTC U3000 Set After One or Both Side Blind Zone Modules Replaced on 2023+ Colorado, Canyon, Corvette, CT4 and Envision.

Engineering has found the root cause of this issue, which has been resolved on newer parts. Please verify through EPC that the latest HW PN is being used.

8. Bulletin #25-NA-251 - Vehicle Wide Programming (VWP) May Result in a Partial or Failed Condition Where a Majority of the Controllers Fail to Program

There is currently a known issue with the SDGM that may cause VWP to fail on a wide array of vehicles.

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Power Lines Affecting Electrical System of Upfitted Vehicles

A hesitation or misfire sensation may be felt in some upfitted 2023-2025 Express and Savana vehicles when passing below high-voltage power lines. The following DTCs may be set in the Electronic Brake Control Module (EBCM): C0045-0F, C0050-0F, C0800-5A, C0800-03, U0100-00, U0125-00, U0140-00 and U0401-00. DTC U0073-00 also may be set in the Engine Control Module (ECM).

Illuminated MILs displayed on the instrument cluster can range from a Traction Control light flicker to multiple brake system warning lights with part of the Driver Information Center display going blank.

Aluminum roof bows of an upfitter box may act as an antenna when passing under high-voltage lines.

These conditions may be caused by the aluminum roof bows of an upfitter box, which may be acting as an antenna when passing under the high-voltage lines. The roof bows will dissipate electrical spikes into the vehicle's electrical system. The proximity of the EBCM to the ungrounded portion of the vehicle may be why most of the DTCs are related to the EBCM.

GDS2 Freeze Frame Data may show that the rear wheel speed sensors appear to have momentarily increased in speed. PicoScope voltage measurement across battery terminals will intermittently spike in voltage to over 30V at times.

PicoScope reading prior to adding ground cable (A) and after ground cable installation (B).

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TOP ISSUES, FROM PAGE 9

This is caused by a known memory issue with the SDGM and requires a power cycle of the SDGM to correct. Please Document ID: 6994285 in the Service Information for full details.

HOW TO CONTACT TCSC

- **U.S. ONLY:** Assistance can be provided by using the CX Connect portal on Global Connect. If additional support is needed once the case is created, contact TCSC at 1-800-828-6860. For U.S. only, a 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

Ground cable installation across the first three roof bows.

The movement in a fiberglass box may have the roof bows touching the lower grounded angle bracket at times, which explains why the conditions can be very intermittent. In order to alleviate interference into the electrical system, at least the first three roof bows of the upfitter box need to be grounded.

Ground cable and cable ground eyelets can be purchased through most local auto parts stores. The ground cable installation across the first three roof bows requires 7 feet of #4-gauge ground cable, which should be attached to the bottom of the first three roof bows and then grounded to the vehicle frame.

TIP: The roof bows must use a flexible ground cable when installing directly to the floor angle brace. Using the incorrect length or type will limit movement of the fiberglass box sides and lead to stress cracks in the fiberglass box.

Ground cable attached to the vehicle frame

Prepare the aluminum surface before installing the grounding. It is recommended to use rivet nut inserts in the bows.

Spray or coat the ground bolt/ring terminal on the frame with an anti-corrosion sealant in order to prevent rusting.

For more information, including additional installation tips, refer to Bulletin #25-NA-274.

▶ Thanks to Rich Renshaw

TECH LINK

GM TechLink is published for all GM retail technicians and service consultants to provide timely information to help increase knowledge about GM products and improve the performance of the service department.

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