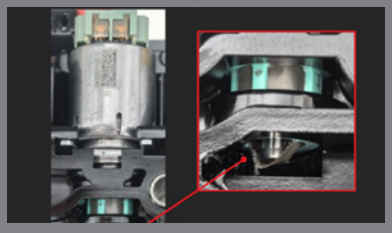
TECH LINK

Mid-January 2026, Volume 28, No. 2

New 2026 Corvette ZR1X Delivers Twin-Turbo AWD Hypercar Performance



Harsh Garage Shift into Drive or Reverse

see page 7

Safety Arc-Rated Personal Protection Equipment for Electric Vehicles

see page 11

New 2026 Corvette ZR1X Delivers Twin-Turbo AWD Hypercar Performance

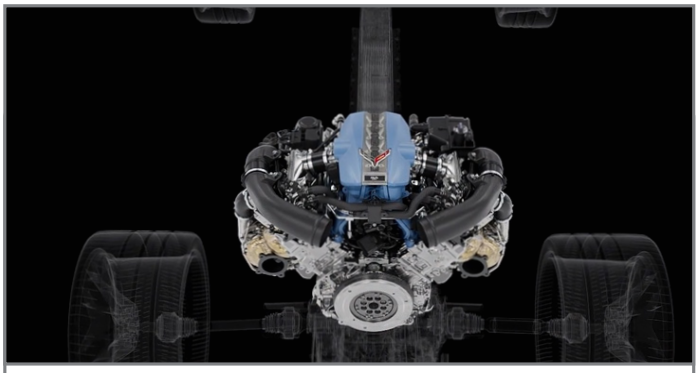
The numbers are staggering. The new 2026 Corvette ZR1X produces a combined 1,250 horsepower from its 5.5L twin-turbocharged V8 engine (RPO LT7) and front electric drive unit. The result is a 0-60 mph time of 1.68 seconds, making it the quickest American production car available. And the ZR1X runs the quarter mile in less than half the time it took to read this paragraph — hitting 8.675 seconds at 159 mph.

The 2026 Corvette ZR1X --- available as a coupe or convertible --- is the ultimate expression of the C8 platform. Its performance on the track or as an everyday driver is complimented by the new three-screen interior layout and redesigned console that also can be found in all 2026 Corvette models.

V8 POWER WITH ALL-WHEEL DRIVE

The Corvette ZR1X is powered by the LT7 twin-turbo V8, which generates 1,064 horsepower at 7,000 rpm and 828 lb.-ft. of torque at 6,000 rpm, and paired with a front-axle motor that produces an additional 186 horsepower and 145 lb.-ft. of torque.

The hand-built engine features a forged flat-plane crankshaft, finger-follower valvetrain, and dry-sump lubrication along with dual 76-mm turbochargers with a "maniturbo" exhaust design that combines the manifold and turbocharger housing, which gets the turbos as close to the exhaust valves as possible to improve throttle response by decreasing the time needed to build boost. Dynamic anti-lag controls that maintain turbo speed when



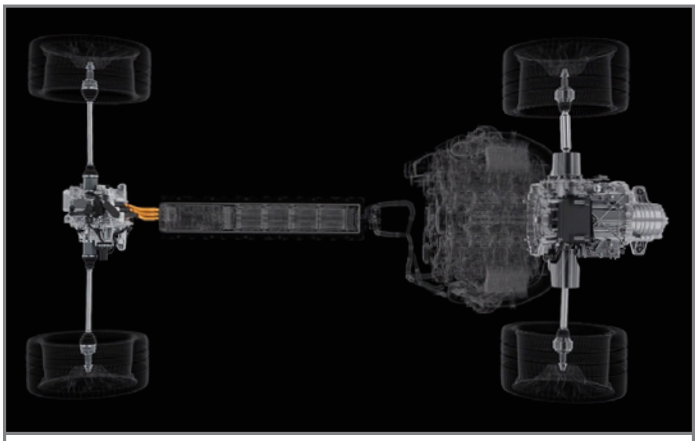
LT7 twin-turbo V8

off throttle in certain situations ensure boost is available rapidly when throttle is reapplied

The all-wheel drive capability adds to the performance of the ZR1X. Based on the foundation set by the Corvette E-Ray, it combines a high-voltage battery pack and electric motor driving the front axle with the V8 propulsion turning the rear axle. There is no physical connection between the two power sources on ZR1X, and the electrified propulsion system does not require a plug-in — charging takes place through regenerative efforts from the front drive unit.

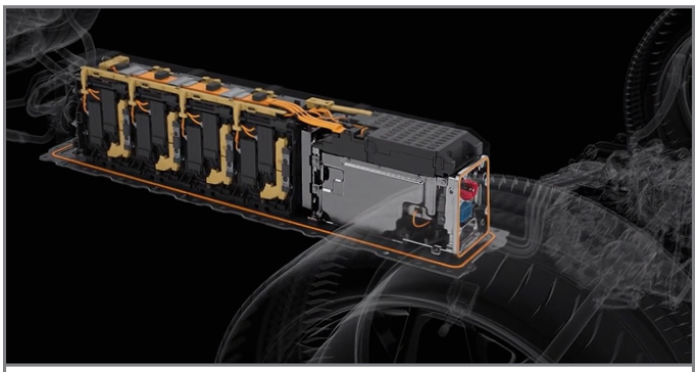
ZR1X's lithium-ion battery pack, located low and centralized within the rigid spine of the chassis, was designed specifically

CONTINUED ON PAGE 3



The AWD system combines a high-voltage battery pack and electric motor driving the front axle with V8 propulsion turning the rear axle.

to rapidly cycle between applying bursts of power and charging. While the battery capacity is 1.9 kWh like the E-Ray, the usable energy provides greater lapping capability. The front axle is engaged and can apply power through 160 mph before disconnecting.



Lithium-ion battery pack

The system also offers limited EV-only drive modes at speeds up to 45 mph for a short distance, allowing for quiet operation to move the vehicle or exit your neighborhood.

The ZR1X does not use a traditional 12-volt lead acid battery. Instead, it comes standard with a 12-volt lithium-ion battery (LiB), which is the same part as found in the E-Ray. Refer to the appropriate Service Information for the unique instructions for charging and recovering this battery.

TIP: The GM Technicial Assistance Center is ready and available to answer any questions related to the 12-volt lithium-ion battery. Do not make assumptions about how to charge this unique battery.

Since the ZR1 and ZR1X do not have a front trunk, there are a few changes at the front end related to the new air diffuser.

- There is not a button pad under the driver-side headlamp to release the hood. Use the key fob or the button on the driver's door panel to release the hood.
- The 12-volt power outlet also is no longer present, so trickle charging for vehicle storage is accomplished by connecting clamps directly to the 12-volt battery up front.
- Closing the hood is done similarly to 2020-2023 Corvettes where it must be pushed to close the latch. The hood does not have an auto-cinch feature.

The standard J59 braking package provides impressive stopping power with carbon ceramic brakes that are engineered for ultimate performance and heat resistance. The 16.5-inch front

J59 front 10-piston caliper brake by Alcon

CONTINUED ON PAGE 4

and rear rotors are paired with Alcon 10-piston front and 6-piston rear calipers. During development testing, J59-equipped Corvettes achieved 1.9G of deceleration from 180 to 120 mph.

NEW PERFORMANCE TRACTION MANAGEMENT (PTM) MODE

PTM Pro is new for 2026 on all track-capable Corvette models but was designed with ZR1X in mind. In PTM Pro, the traction control and electronic stability control are turned off while the following features remain active:

- Regen Brake Torque Vectoring – engineered to recover peak energy without sacrificing agility
- Front Axle Pre-Control – actively manages inside front brake pressure to enable maximum corner-exit traction
- Launch Control – customizable settings enable rapid acceleration from a rest

All PTM Modes can be selected using the auxiliary display touchscreen.

Performance App

In addition, the Performance App, which debuted on the 2024 E-Ray, is now standard on the entire Corvette lineup. Live horsepower and torque gauges show current operation, along with data plots of power produced over time. Additional app features include acceleration timers; G-force and propulsion system gauges; and a front motor power gauge. All gauges are available in the auxiliary display as well as the Performance App in the center touchscreen display.

TIP: During Pre-Delivery Inspection (PDI), the lifetime peak values of the G-force gauge in the Performance App should be reset on the center display. To reset the values, select the Performance App icon from the home screen, and then touch and hold the G-force gauge tile. Refer to Bulletin #25-NA-190 for more information, including a video of the reset procedure.

REDESIGNED INTERIOR LAYOUT, MORE SCREENS

The cabin of all Corvette models has been redesigned for 2026. It features a new three-screen layout and reconfigured center console design. The updated driver-centric cockpit includes a larger 12.7-inch diagonal center console display (Vehicle Center Display, or VCD), an expanded 14-inch diagonal driver information center (Instrument Panel Display, or IPD), and an all-new 6.6-inch diagonal touchscreen auxiliary display to the left of the steering wheel (Aux Display).

Updated driver-centric cockpit with three-screen layout

TIP: The VCD and Aux Display touch screens may be warm to the touch. This is normal operation. The screens should not be replaced for being warm.

The auxiliary display provides a dedicated, driver-configurable space for instrumentation like trip mileage or Performance Traction Management settings.

The PTM, traction control disable, and launch control switches are now located below the auxiliary display on the left side of the instrument panel.

The center console has a redesigned drive mode selector and a new wireless phone charging pad along with the gear selector controls.

CONTINUED ON PAGE 5

Asymmetrical Adrenaline Red color scheme

The HVAC controls have been repositioned under the center display, creating a more open environment between driver and passenger and enabling space for an integrated passenger grab handle.

Several new interior color schemes are available on all models. One new option is Asymmetrical Adrenaline Red, which includes a racing-inspired Adrenaline Red Competition driver's seat and a Jet Black GT2 passenger seat.

PERFORMANCE PACKAGE

The available ZTK Performance Package helps take on-track capability to another level. It features enhanced suspension tuning with higher spring rates, Michelin Pilot Cup 2R tires and requires the high-downforce Carbon Aero package.

The Carbon Aero package includes a number of carbon-fiber components, including a high-wing spoiler, underbody strakes, hood lip gurney and carbon-fiber dive planes, that all work together to produce over 1,200 lbs. of downforce — the highest downforce of any production Corvette in history.

LIMITED EDITION

For 2026, the Corvette ZR1X will be available with an exclusive Quail Silver Limited Edition package that features Blade Silver Matte paint, Corvette's first matte production paint since the 1960s. The package will be exclusively available on the Corvette ZR1X 3LZ convertible.

For additional information about the 2026 Corvette ZR1X, refer to Bulletin #25-NA-253.

▶ Thanks to Lane Rezek

2026 Corvette ZR1X TAC Action Center

To help gather product feedback on the new 2026 Corvette ZR1X, an Action Center has been established by the GM Technical Assistance Center (TAC) for U.S. dealerships

TAC Action Centers are designed to review early product feedback and provide support for the introduction of new GM models. Dealership service departments are asked to report all vehicle issues that require immediate attention, not just concerns that require technical assistance. The goal is to develop a quick resolution to any product concerns, such as fit and finish, performance, and operation, as well as to address customer expectations of the vehicle.

The TAC Action Center for the new ZR1X has a direct connection to GM Engineering, Brand Quality and the assembly plant, which offer combined resources to address product concerns seen in the dealership.

CONTACTING THE TAC ACTION CENTER

If any concerns are encountered with a ZR1X model in your dealership, create a TAC case or Techline case using the CX Connect system. Please indicate in the Case Assessment whether assistance is needed or if you are simply sharing product feedback with the team.

Once a case has been submitted, your concern will be directed to a ZR1X specialist who will record the concern and provide diagnostic direction as needed through the CX Connect system. After the case has been started, feel free to contact the TAC if any additional support is needed.

Service department personnel are encouraged to report all product concerns and provide GDS session logs and digital photos of a concern when possible. Photos are extremely important to show engineering where the concern is located. Refer to Bulletin #23-NA-103 for tips on taking pictures.

In addition, it's imperative to follow up on an Action Center case, even if it's as simple as a "cannot duplicate" concern or waiting for parts. All case information is reviewed daily and used by GM to resolve launch issues on new models as quickly as possible.

PARTS RESTRICTIONS

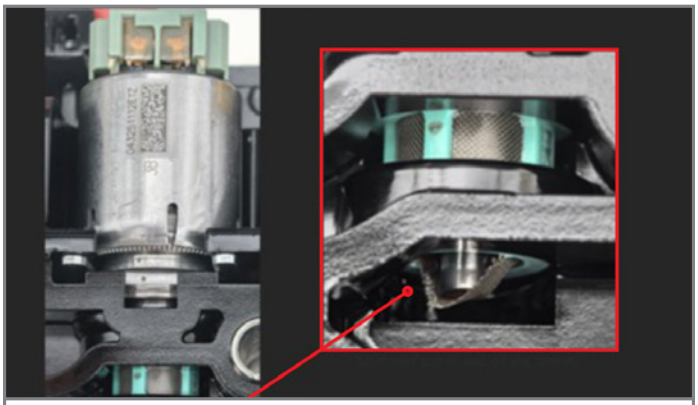
A few select parts for the ZR1X are on TAC restriction. These will be indicated with a NOTE in the Electronic Parts Catalog at time of order. Starting a TAC case for any issue will allow the team to ensure needed parts are available quickly to complete the repair. Refer to #PIC6605 for help on how to obtain restricted parts.

For additional information about the new 2026 Corvette ZR1X, refer to Bulletin #25-NA-253

▶ Thanks to Lane Rezek

Harsh Garage Shift into Drive or Reverse

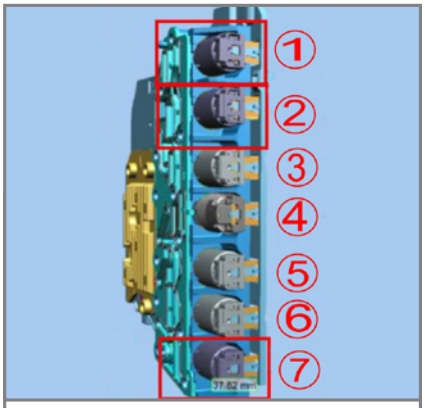
A harsh garage shift into Drive or Reverse may be noticed on some 2025-2026 Envista and Trax models equipped with the 6T40 automatic transmission (RPO MNK, MNH). The shift issue may be due to normally high solenoids in the control solenoid valve and Transmission Control Module assembly (TEHCM) having a valve over-travel condition resulting in contact or rupture of the solenoid screen.



Valve over-travel condition that contacts or ruptures the solenoid screen

If this condition is suspected, test drive the vehicle to confirm the condition and check for any applicable DTCs. Diagnose any DTCs following the appropriate Service Information before continuing with any repairs.

If there aren't any DTCs set, remove the control solenoid valve and Transmission Control Module assembly (TEHCM) from the transmission. Check solenoid valve locations 1, 2 and 7 (as shown below) to see if the valves are contacting the screen.

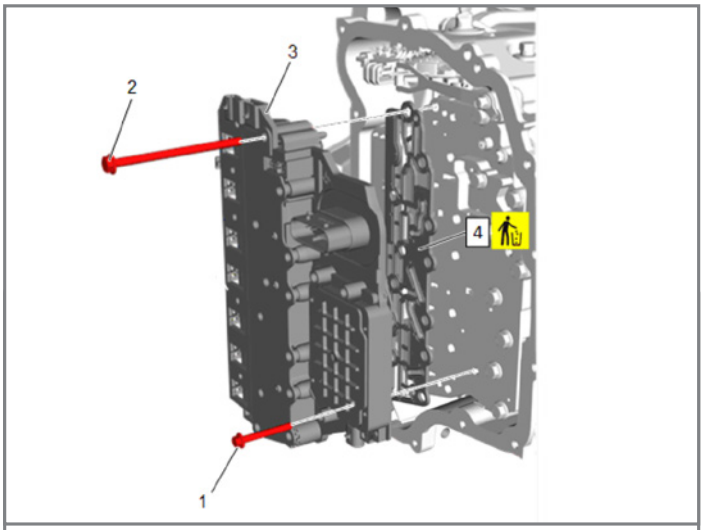


1: CBR1/C456 (N)
2: C1234 (NH)
7: Line (NH)

If a solenoid valve is found to be touching or pushing through the screen, replace the control solenoid valve and TEHCM as well as the control valve body.

Solenoid screen

If it is determined that there is not any issue with any of the solenoid valves, continue to follow the diagnostics in the appropriate Service Information.



Control solenoid valve and TEHCM (#3)

Refer to #PIP6095 for additional information.

▶ Thanks to Boyd Ortwine

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 January 28, 2026.

WEEKLY ISSUES

1. 2025 T1XX 1500 LD Trucks Software Reconfiguration Issue – Resolved

This issue is now resolved. Technicians can now contact TCSC regarding 2025 T1XX light-duty trucks for the following accessories or reconfigurations:

- Fast Flash (bulb outage detection) Removal (ZW9)
- Remote Start Add (BTV/S6P)
- Speed Governor Changes (adding or removing)
- Police Vehicle Reconfigurations
- High Idle (UF3)
- Engine Timeout Disable (SK4)

Refer to #PIT6443A for more information.

2. 2025 HD Trucks Wireless Keypad Accessory Issue – Resolved

This issue is now resolved, and keypad software is now available for the 2025 Silverado HD and Sierra HD trucks.

Contact TCSC via OneCRM or email with the VIN and picture of the wallet card for support.

Note: The BCM must be programmed normally to receive the latest available calibrations before the Accessory Keypad Learn can be performed to add the accessory. Failure to do so may cause a "Write Failure" error when learning the keypad.

3. Radio USB Update Unsuccessful on 2024 LYRIQ

Engineering has released calibrations that have corrected the issue with unsuccessful radio USB updates on 2024 LYRIQ models. Refer to #PIC6635 (Document ID: 7036914) for additional troubleshooting information.

4. E9056/E-9113/E-9114 Errors with Park Lock Valve PUN Learn.

GM has identified an issue with certain Park Lock Valve (PLV) parts on Corvette vehicles. The 21-digit PUN on the package/box will differ from the PUN on the physical part itself and cause errors if used.

The 22-digit PUN on the physical part should be used in these cases. It is recommended to notate and/or screenshot the PUN before installation in case further support is needed from TCSC.

5. 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 DTC U0265. The Camera Learn also may fail in GDS2 with various errors.

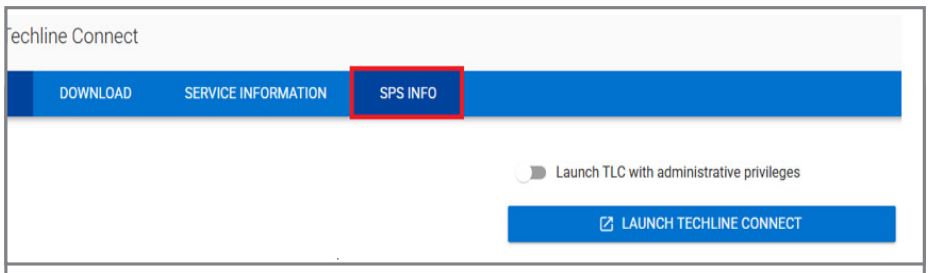
A VCI is required to correct this problem. Please reach out to TCSC for this fix.

COMMON ISSUES

1. SPS Info Location

Several requests have been made regarding where SPS Info is currently located. SPS Info is available for calibration lookup and is located on its own tab within the TLC launch page through Global Connect.

CONTINUED ON PAGE 9



SPS Info on the TLC launch page.

2. 2024+ Silverado 2500HD/3500HD and Sierra 2500HD/3500HD Adding ZW9 (Bed Delete) Support

Engineering has confirmed that there are not any compatible calibrations that support both RPO ZW9 (Bed Delete) and RPO UV2 (HD Surround Vision Camera). RPO ZW9 cannot be added to vehicles with RPO UV2 regardless of trim level.

Note: RPO ZW9 is supported for both long and short bed models and is also supported regardless of 17/18/20/22-inch tire sizes.

3. 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.

4. Dealership Infrastructure & Security Guidelines (DISG) Have Been Recently Updated

New firewall exceptions have been added to the DISG. Refer to GCUS Article 16967 for more information.

Last update as of January 5, 2026, provides critical firewall exceptions for the PicoScope recall.

5. 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.

6. 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.

7. 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.

CONTINUED ON PAGE 10

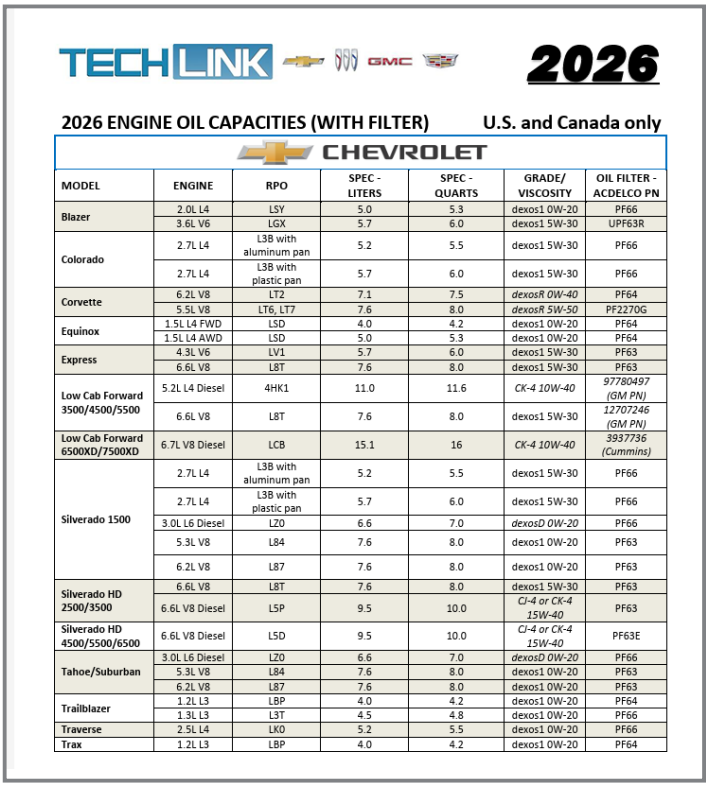
Engine Oil Capacities Chart for the 2026 Model Year

The TechLink 2026 Engine Oil Capacities chart is now available under the Reference Charts menu. The chart includes engine, RPO, specifications (liters and quarts), oil viscosity and engine oil filter specs for 2026 Chevrolet, Buick, GMC and Cadillac models.

For additional information on the appropriate engine oil and oil filter for a particular engine application, refer to the Service Information. Under the Maintenance Items link at the top of the Service Category Type page, the Approximate Fluid Capacities, Fluid and Lubricant Recommendations, and Maintenance Replacement Parts sections provide fluid and filter specifications. There also is a link for the Oil Life System Resetting procedure. 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 Scott Willems, Matt Gager, Bryan Salisbury and Larry Yaw



TECHLINK 2026

2026 ENGINE OIL CAPACITIES (WITH FILTER) **U.S. and Canada only**

CHEVROLET

MODEL	ENGINE	RPO	SPEC - LITERS	SPEC - QUARTS	GRADE/ VISCOSITY	OIL FILTER - ACDELCO PN
Blazer	2.0L L4	LSY	5.0	5.3	dexos1 0W-20	PF66
	3.6L V6	LGX	5.7	6.0	dexos1 5W-30	UPF63R
Colorado	2.7L L4	L3B with aluminum pan	5.2	5.5	dexos1 5W-30	PF66
	2.7L L4	L3B with plastic pan	5.7	6.0	dexos1 5W-30	PF66
Corvette	6.2L V8	LT2	7.1	7.5	*dexosR 0W-40*	PF64
	5.5L V8	LT6, LT7	7.6	8.0	*dexosR 5W-50*	PF2270G
Equinox	1.5L L4 FWD	LSD	4.0	4.2	dexos1 0W-20	PF64
	1.5L L4 AWD	LSD	5.0	5.3	dexos1 0W-20	PF64
Express	4.3L V6	LV1	5.7	6.0	dexos1 5W-30	PF63
	6.6L V8	L8T	7.6	8.0	dexos1 5W-30	PF63
Low Cab Forward 3500/4500/5500	5.2L L4 Diesel	4HK1	11.0	11.6	*CK-4 10W-40*	*97780497 (GM PN)*
	6.6L V8	L8T	7.6	8.0	dexos1 5W-30	*12707246 (GM PN)*
Low Cab Forward 6500XD/7500XD	6.7L V8 Diesel	LCB	15.1	16	*CK-4 10W-40*	*3937736 (Cummins)*
Silverado 1500	2.7L L4	L3B with aluminum pan	5.2	5.5	dexos1 5W-30	PF66
	2.7L L4	L3B with plastic pan	5.7	6.0	dexos1 5W-30	PF66
	3.0L L6 Diesel	LZ0	6.6	7.0	*dexosD 0W-20*	PF66
	5.3L V8	L84	7.6	8.0	dexos1 0W-20	PF63
	6.2L V8	L87	7.6	8.0	dexos1 0W-20	PF63
Silverado HD 2500/3500	6.6L V8	L8T	7.6	8.0	dexos1 5W-30	PF63
	6.6L V8 Diesel	L5P	9.5	10.0	*CI-4 or CK-4 15W-40*	PF63
Silverado HD 4500/5500/6500	6.6L V8 Diesel	L5D	9.5	10.0	*CI-4 or CK-4 15W-40*	PF63E
Tahoe/Suburban	3.0L L6 Diesel	LZ0	6.6	7.0	*dexosD 0W-20*	PF66
	5.3L V8	L84	7.6	8.0	dexos1 0W-20	PF63
	6.2L V8	L87	7.6	8.0	dexos1 0W-20	PF63
Trailblazer	1.2L L3	LBP	4.0	4.2	dexos1 0W-20	PF64
	1.3L L3	L3T	4.5	4.8	dexos1 0W-20	PF66
Traverse	2.5L L4	LK0	5.2	5.5	dexos1 0W-20	PF66
Trax	1.2L L3	LBP	4.0	4.2	dexos1 0W-20	PF64

TCSC, FROM PAGE 9

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.

8. 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).

9. 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.

HOW TO CONTACT TCSC

- **U.S. ONLY:** Assistance can be provided by using the CX Connect portal in Global Connect. If additional support is needed once the CX Connect 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

Safety Arc-Rated Personal Protection Equipment for Electric Vehicles

Safety Arc-Rated (AR) Personal Protection Equipment (PPE) is recommended to be used by technicians when servicing some high-voltage battery packs under certain scenarios on GM electric vehicles. The PPE that is appropriate for servicing a battery pack varies depending on the service procedure and the pack.

When servicing a high-voltage battery pack that may be damaged and/or potentially unstable, as applicable to and identified by Bulletin #23-NA-151, any service personnel within 5 feet (1.5 meters) of the pack should be equipped with the appropriate arc-rated PPE.

Wearing the recommended PPE is especially important when the high-voltage connectors are unmated from the pack. Although unlikely, if the battery pack were to have a spontaneous internal arc flash incident, some of the arc flash energy could escape through the open high-voltage connectors.

RECOMMENDED PPE

The PPE must be rated to a minimum of 8 cal/cm2 Hazard Risk Category 2 (HRC 2), compliant with National Fire Protection Association (NFPA) standard 70E. The recommended PPE consists of:

Recommended PPE

- Coveralls or pants and a long sleeve shirt (no lab or shop coats)
- Balaclava
- Face shield
- Class 0 /1000V insulation gloves with leather protectors (once zero voltage has been confirmed, it is acceptable to switch to work gloves with the appropriate AR rating if improved dexterity is desired).
- Substantial footwear and hearing protection

PPE KITS AVAILABLE THROUGH GM SPECIAL TOOLS PROGRAM

AR PPE kits are available at the GM Special Tools Program website or may be obtained locally. To view the AR PPE kit on the special tools website, you must be logged in to www.gmglobaltools.com.

Additional information about the proper use of PPE is available on the November 2025 Emerging Issues seminar (#10225.11V) and in the Center of Learning course Electric Vehicle PPE Requirements Update (#59550.01V).

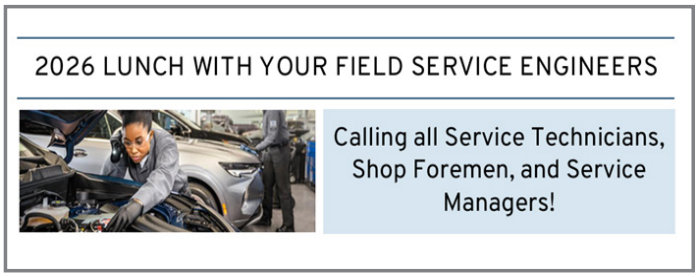
AR-rated work gloves are acceptable after confirming zero voltage during High Voltage Disabling. PPE

For more information about high-voltage battery pack service and the appropriate PPE, refer to Bulletins #23-NA-151 and #25-NA-199.

▶ Thanks to Joe Ciagala

Make a Reservation for Lunch with Your FSEs in 2026

The Lunch with Your Field Service Engineers monthly meetings held online via Microsoft Teams offer GM dealership technicians, shop foremen and service managers the latest technical information and repair procedures straight from their Field Service Engineers (FSEs).



Using in-dealership case studies from FSE cases in each region, the meetings provide details about common service topics as well as insight into tough-to-diagnose repairs.

2026 MONTHLY MEETINGS

For 2026, the one-hour meetings will cover specific information on a variety of topics, focusing on new service procedures and difficult technical repairs that are based on the real-world experiences of FSEs working with dealership technicians. In addition, many meetings are joined by representatives from Brand Quality, Engineering, Techline and other GM departments.

The online meetings are held via Microsoft Teams on the third Wednesday of the month (unless otherwise noted).

The current 2026 meeting schedule is:

- January 21
- February 18
- March 18
- April 8*
- May 20
- June 17
- July 15
- August 2019
- September 16
- October 1215
- November 18
- December 9*

*Second Wednesday of the month.

JOIN THE CALL

Three local call times are available — 12 pm Eastern, 12 pm Central and 11:30 am Pacific — to make the meetings convenient and accessible for all. Dealership personnel are encouraged to join the meeting that best fits their schedule.

To join a call, select the Lunch with Your FSEs Monthly Meeting link on the TechLink home page, which will direct you to the related Global Connect message each month and provide access to the link to sign in to the desired meeting. The Microsoft Teams app is required.

PROVIDE YOUR FEEDBACK

The FSE teams are always looking for potential topics to cover during the meetings. Technicians who would like to suggest a particular topic for a future meeting are encouraged to send a message to the email address listed in the Global Connect message posted each month. Future meeting discussions are based on the latest information requested by technicians, so all topic suggestions are welcome.

▶ Thanks to Dan Beerends

TECHLINK

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.

Publisher:
Rick Miller
GM Customer Care and Aftersales

Editor:
Paul Bielecki
GM Customer Care and Aftersales

Technical Editor:
Mark Spencer
mspencer@gpstrategies.com

Production Manager:
Marie Meredith

Creative Design:
5by5 Design LLC
dkelly@5by5dzign.com

Write to:
TechLink
PO Box 500, Troy, MI 48007-0500

GM TechLink on the Web:
GM GlobalConnect