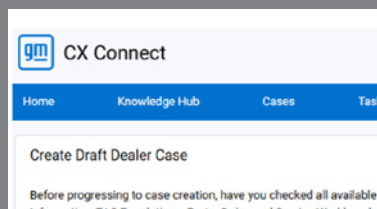


The 2027 Chevrolet Bolt Makes Its Comeback



The return of the Chevrolet Bolt brings faster charging capability, longer range, a redesigned interior and enhanced technology.



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The 2027 Chevrolet Bolt Makes Its Comeback

The return of the Chevrolet Bolt brings faster charging capability, longer range, a redesigned interior, enhanced technology, including Super Cruise, and a sporty RS trim along with the standard LT trim. It's all packaged in a new, yet familiar crossover body style that offers space for five along with compact maneuverability.



Bolt RS (left) and LT (right)

CHARGING AHEAD

The 2027 Bolt offers up to an EPA-estimated 262 miles of electric range on a full charge. And when it's time to charge up, the Bolt is Chevrolet's first vehicle with a native NACS charging port, increasing access to the ever-expanding public charging network, including Tesla Superchargers. The Bolt can take advantage of DC public fast charging up to 150 kW, charging more than 2.5x

faster than the previous Bolt. With DC public fast charging, the Bolt can be charged from 10% to 80% in 25 minutes.

Note: Actual charge times will vary based on battery starting state of charge, battery condition, output of charger, vehicle settings and battery temperature.



Small oval-shaped protrusion indicates where to press to open or close the charge door.



NACS charging port

The NACS charge port has a charge door with a small oval-shaped protrusion that indicates where to press to open or close the door. Some force may be required to ensure the charge door plunger and latch are fully engaging to open or close the door.

The standard dual-level charge cord set is similar to the previous Ultium Level 2 cord set used with other GM EVs except for the NACS charge coupler instead of the CCS coupler. To disconnect the dual-level charge cord from the charging receptacle, press the small circle (as shown below) on the NACS coupler. When pressed, a faint mechanical sound will be heard, which indicates that the inner charge lock pin has been removed and the charge cord is now free to be removed from the receptacle.

TIP: The vehicle must be unlocked and/or a key fob present in order for the charge cord to be released from the charging receptacle.

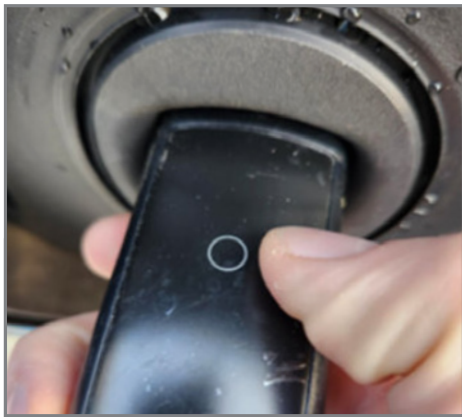
CCS to NACS charging adapters are available for both Level 2 and DC fast charging to enable charging at a variety of charging stations.

CONTINUED ON PAGE 3

BATTERY PACK

The Lithium Iron Phosphate high-voltage hybrid/EV battery is installed from beneath the vehicle. The high voltage A4 Hybrid/ EV Battery Pack contains 8 Cell Module Assemblies.

The K16 Battery Energy Control Module (BECM), which controls and monitors battery pack operation, is



Press the small circle on the NACS coupler to disconnect the dual-level charge cord from the charging receptacle.

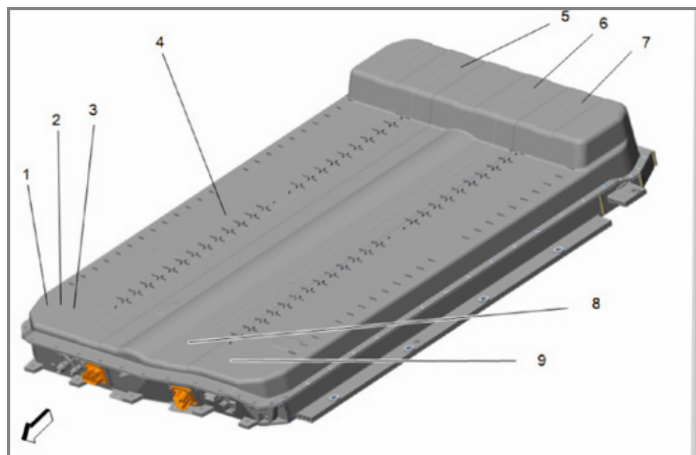
permanent-magnet motor uses minimal rare-earth materials for improved costs. Segmented magnets reduce heat build-up and energy loss, and silicon carbide inverter materials minimize energy loss between the battery and drive unit.



Bolt features the latest GM EV technology.

REGENERATIVE BRAKING

The Bolt uses a blended regenerative braking system for enhanced efficiency. With or without One-Pedal Driving mode engaged, software in the Bolt prioritizes technology that returns braking energy back to the battery for improved range. The braking system has been optimized for consistent pedal feel during both regenerative and friction braking, a key improvement over the previous Bolt.



A4 Hybrid/EV Battery Pack

located outside of the A4 Hybrid/Electric Vehicle Battery Pack assembly, within the passenger compartment right-side floor board beneath the carpet.

Underneath the Bolt's familiar shape is the latest GM EV technology. The X76 drive unit was designed from the ground up to maximize driving range and deliver improved efficiency. The



Bolt offers One-Pedal Driving settings. The Regen on Demand paddle is no longer available.

Compared to the previous model, the Regen on Demand paddle has been removed from the steering wheel on the new Bolt.

INTEGRATED TECHNOLOGY

The Bolt's integrated infotainment system (RPO IVE) features Google built-in and the latest suite of entertainment apps, powered by OnStar Connectivity (visit onstar.com for details). Apple CarPlay and Android Auto are not available. .



Infotainment system features Google built-in.

With Google Maps embedded with vehicle systems, a drive route can be set up to automatically include information on battery range. On longer drives, Google Maps will provide smarter routes and charging recommendations, factoring in real-time charging station status and range estimates based on driving style. If DC fast charging is available along the route, automatic battery preconditioning takes place to give the high-voltage battery a warm-up for optimal charging performance.

Google Maps also syncs with Super Cruise driver assistance technology to show Super Cruise-capable routes and indicate how many minutes of the trip can be driven hands-free. Super Cruise is expected to be available in late 2026.

Note: Always pay attention while driving and when using Super Cruise. Do not use a hand-held device. Requires active Super Cruise plan or trial.

In addition, the Bolt has more than 20 standard safety and driver assistance features, including Rear Cross Traffic Braking, Front Pedestrian and Bicyclist Braking, Enhanced Automatic Emergency Braking, Lane Keep Assist with Lane Departure Warning, Blind Zone Steering Assist, Forward Collision Alert, Side Bicyclist Alert, Intersection Automatic Emergency Braking, HD Rear Vision Camera, Reverse Automatic Braking and Safety Alert Seat.

Note: Safety or driver assistance features are not a substitute for the driver's responsibility to operate the vehicle in a safe manner. The driver should remain attentive to traffic, surroundings, and road conditions at all times. Visibility, weather, and road conditions may affect feature performance.

INTERIOR DESIGN

The new driver-centric interior is anchored by an 11.3-inch-diagonal center-dash infotainment screen, plus an 11-inch-diagonal Driver Information Center with user-configurable display.

The smartly-designed mix of physical and virtual controls ensures that the most frequently-used features – like climate control or audio volume – are immediately accessible.



Redesigned interior

To provide more space between the front seats, the shift controls move to the steering column.

And adding to the spacious feeling in the cabin, the available panoramic sunroof provides natural light for front- and rear-seat passengers.

HANDS-FREE START AND SERVICE MODE

The Bolt is equipped with the Hands-Free Start feature, which automatically starts the vehicle after entering the vehicle with a Remote Keyless Entry transmitter and pressing the brake or closing the driver's door. The vehicle turns off when shifted to Park and a driver exit is detected. The vehicle also can be turned off by pressing the Off icon on the infotainment screen.

Service Mode is available for diagnostics and repairs. To enter Run/Service Mode, the vehicle must be off with the driver's door

CONTINUED ON PAGE 5



2027 Chevrolet Bolt TAC Action Center

A GM Technical Assistance Center (TAC) Action Center has been established for U.S. dealerships to help gather and report product feedback on the new 2027 Chevrolet Bolt.

GM 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 Bolt EV 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 Bolt 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.

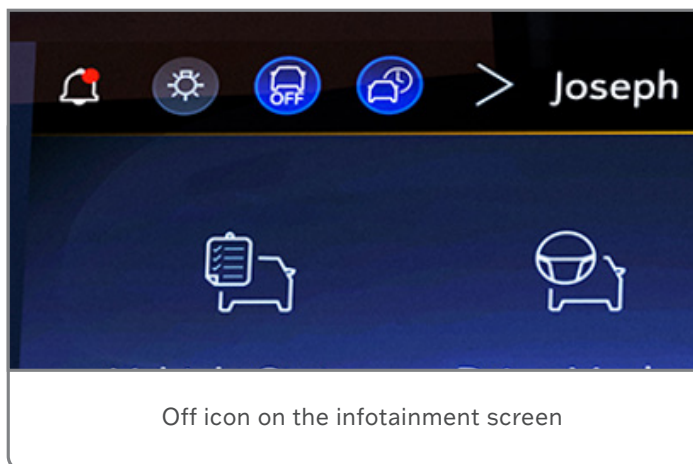
Once a case has been submitted, your concern will be directed to a Bolt specialist who will record the concern and provide diagnostic direction as needed through the CX Connect system. After the case has been started, feel free to contact the TAC if any additional support is needed.

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.

► Thanks to Kurtis Hoezee

CHEVY BOLT, FROM PAGE 4



open and remote transmitter in range (brake pedal not applied). Within 5 seconds, depress and release the accelerator pedal 3 times, keeping the accelerator depressed the third time until the vehicle powers up.

The electric propulsion system is inactive in Service Mode. The automatic power mode time-out will remain disabled while the remote transmitter is out of range and the Vehicle Off Status is achieved. As a result, this could lead to a dead battery if left in Service Mode for an extended period of time.

The remote transmitter must be out of range to remain in Service Mode while performing any procedure that requires brake pedal application. The vehicle also will not shut off after the driver's door is opened and closed while in Service Mode. If the remote transmitter is within range and the brake pedal is momentarily pressed, the vehicle will exit Service Mode and immediately enter into Propulsion Mode (Vehicle On/Propulsion Active).

For additional information on the new 2026 Bolt, refer to Bulletin #26-NA-019.

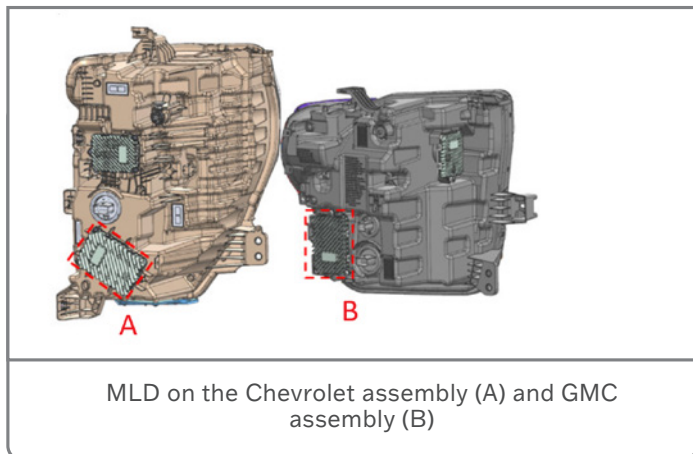
► Thanks to Kurtis Hoezee

Intermittent Front Lighting Operation



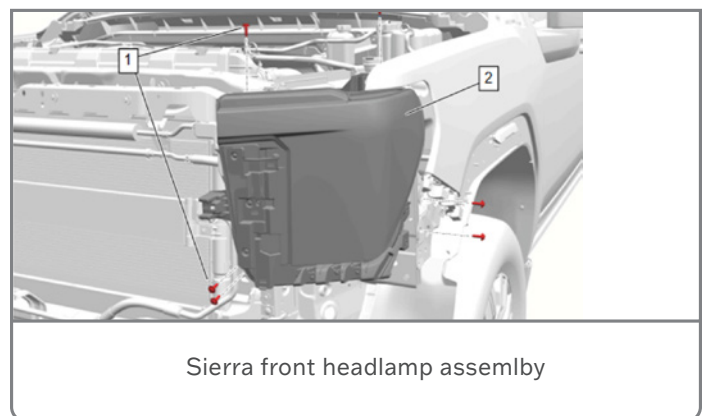
The headlamps, Daytime Running Lamps (DRL), parking lamps and/or turn signals may be intermittently inoperative on some 2024-2026 Silverado 2500HD/3500HD and Sierra 2500HD/3500HD trucks. Lighting operation may recover after the ignition is cycled.

The intermittent operation of the front lighting may be due to an internal failure of the Multi-purpose LED Driver (MLD), which controls the lighting functions of the lamp assembly. If the MLD has failed, it must be replaced.



To replace the MLD, refer to Front Headlamp Replacement in the appropriate Service Information.

Once the headlamp has been removed, the MLD can be removed from the assembly. Install the new MLD in the assembly and confirm the seal is positioned correctly against the housing. The screws securing the MLD should be tightened by hand, taking care not to strip the holes in the housing.



Sierra front headlamp assembly

TIP: Before replacing the MLD, refer to Bulletin #25-NA-337 and verify the Julian date and part number of the headlamp assembly. A soldering issue on some lamps may cause the lighting functions to become inoperative on some 2025 Sierra 2500HD/3500HD models. Affected headlamps should be replaced.

Before reinstalling the headlamp assembly, check for proper operation. If the lighting does not work properly, replace the headlamp assembly.

Refer to Bulletin #26-NA-002 for more information, including part numbers.

► Thanks to Kevin Minor

February CX Connect Release Provides Multiple App Updates

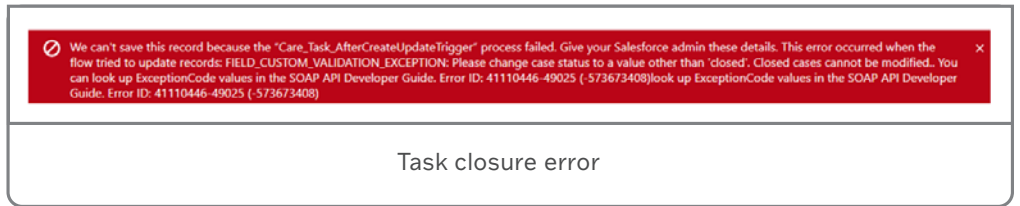
The latest CX Connect release (February 2026) includes multiple enhancements and updates that are designed to increase the functionality of the app and make it easier to use.

Here are the latest app updates.

TASK CLOSURE ERROR FIX

A fix will be implemented for the following issue:

Non-case owners cannot close open tasks on a closed case and currently receive the following error:

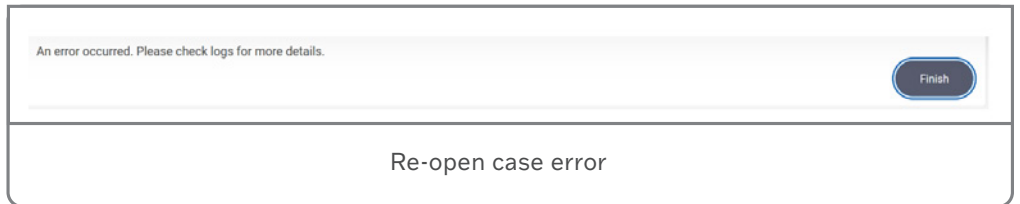


The screenshot shows a red error banner with a close button. The text reads: "We can't save this record because the 'Care_Task_AfterCreateUpdateTrigger' process failed. Give your Salesforce admin these details. This error occurred when the flow tried to update records: FIELD_CUSTOM_VALIDATION_EXCEPTION: Please change case status to a value other than 'closed'. Closed cases cannot be modified. You can look up ExceptionCode values in the SOAP API Developer Guide. Error ID: 41110446-49025 (-573673408)/look up ExceptionCode values in the SOAP API Developer Guide. Error ID: 41110446-49025 (-573673408)". Below the banner, the text "Task closure error" is displayed.

CASE RE-OPEN BUTTON FIX

When submitting a case re-open request via the Re-Open Case button in CX Connect, the user receives the error shown.

This update will resolve this error, including properly routing the re-open request task



The screenshot shows a light blue error message box with the text "An error occurred. Please check logs for more details." and a "Finish" button. Below the message box, the text "Re-open case error" is displayed.

COLLABORATION TIMESTAMPS

CX Connect users will now see timestamps next to the collaboration dates:

VEHICLE CARD FORMATTING UPDATE

The following updates will be applied to the Vehicle Card in CX Connect:

GLOBAL CONNECT ROLE UPDATES

Updates to the role mapping between Global Connect and OneCRM ensure that dealership users with the appropriate roles receive the correct access and Case Task assignments in CX Connect.

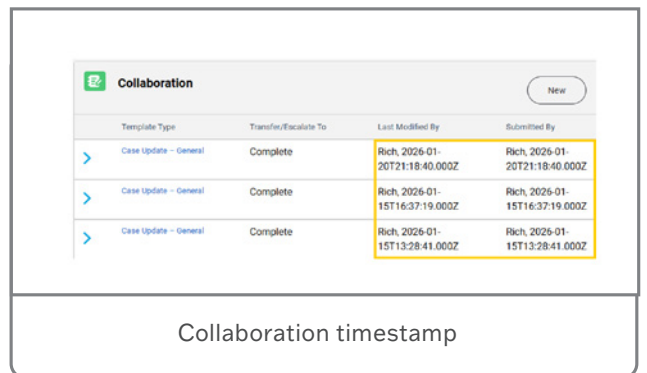
The following Global Connect roles have been updated as the primary roles with the Customer Relations Manager role in CX Connect:

- Service Manager
- Customer Relations Manager

TCSC IS LISTENING

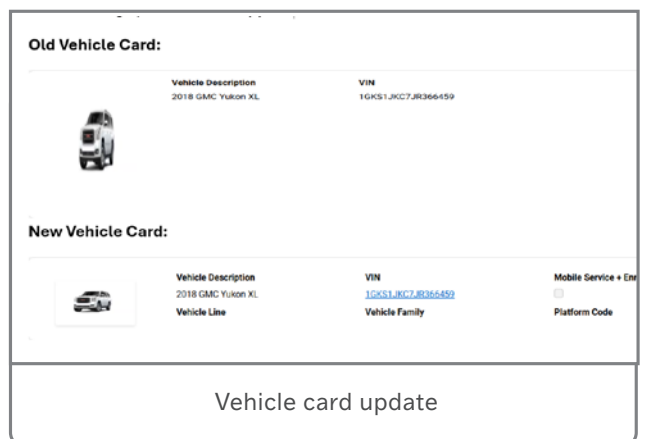
Your feedback to TCSC drives continuous improvement and is truly appreciated as we work to make CX Connect more intuitive and efficient. These updates are just the beginning, and we will continue to build on these improvements in future releases to deliver the best possible user experience.

► Thanks to the Techline Connect team



The screenshot shows a "Collaboration" table with columns: Template Type, Transfer/Escalate To, Last Modified By, and Submitted By. The table contains three rows of data, with the "Last Modified By" and "Submitted By" columns highlighted in yellow. The text "Collaboration timestamp" is displayed below the table.

Template Type	Transfer/Escalate To	Last Modified By	Submitted By
Case Update - General	Complete	Rich, 2026-01-20T21:18:40.000Z	Rich, 2026-01-20T21:18:40.000Z
Case Update - General	Complete	Rich, 2026-01-15T16:37:19.000Z	Rich, 2026-01-15T16:37:19.000Z
Case Update - General	Complete	Rich, 2026-01-15T13:28:41.000Z	Rich, 2026-01-15T13:28:41.000Z



The screenshot compares an "Old Vehicle Card" and a "New Vehicle Card". The old card shows "Vehicle Description" (2018 GMC Yukon XL) and "VIN" (1GKS1JKC7RJ366459). The new card shows "Vehicle Description" (2018 GMC Yukon XL), "Vehicle Line", "VIN" (1GKS1JKC7RJ366459), "Vehicle Family", "Mobile Service + Ent", and "Platform Code". The text "Vehicle card update" is displayed below the comparison.

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 February 5, 2026. .

WEEKLY ISSUES

1. NEW – Approach/Exit Lighting Condition - MY2026 Silverado EVs with RPO SFW

GM has identified a condition where the backup alarm makes noise when the approach/exit lighting is activated, such as when locking/unlocking the doors.

The only fix for this issue is to disable the approach/exit lighting through the Settings menu on the infotainment screen.

To disable the lighting, go to Settings > Vehicle > Lighting > Vehicle Locator and toggle Lights [OFF] & Exit Lighting [OFF]

2. 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.

3. 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.

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.

CONTINUED ON PAGE 9

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.

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.

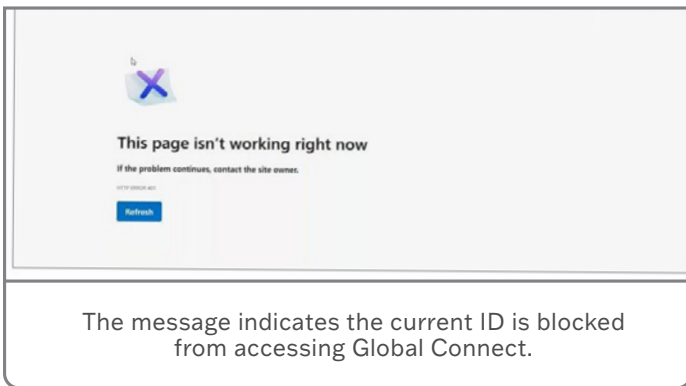
Note: RPO ZW9 is supported for both long and short bed models and is also supported regardless of 17/18/20/22-inch tire sizes.

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

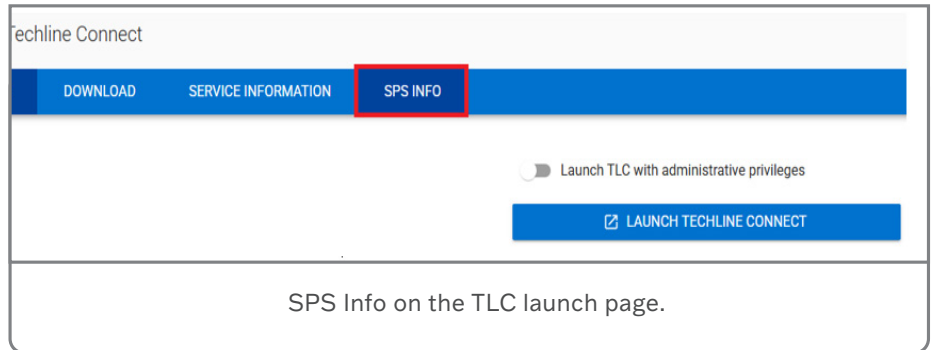
Document ID: 6662319 has been published to assist with common programming errors, descriptions and recommended helpful/general troubleshooting for SPS errors. Please refer to this page if you encounter a programming error within SPS2/TLC.

4. TLC Restricted Access

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

5. 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.

CONTINUED ON PAGE 10

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

6. 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.

7. 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).

8. 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



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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