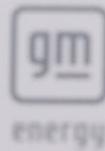


NACS and CCS1 Charging Adapter Options



GM-approved charging adapters allow many electric vehicles to charge on a charging standard that differs from that which the vehicle is built.



**Loss of Reverse/
Forward Grid Lines
in Camera View**

see page 4

*NACS and CCS1 Charging
Adapter Options 2*

*Inoperative Heated and
Ventilated Front Seats 5*

*Brake Pad Wear Sensor Contact
with Rear Half Shaft 6*

TCSC Top Issues This Week..... 7

NACS and CCS1 Charging Adapter Options

GM-approved charging adapters allow electric vehicles, including 2017-2023 Bolt; 2022-2026 HUMMER EVs; 2023-2026 LYRIQ, BrightDrop; 2024-2026 Blazer EV, Equinox EV, Silverado EV, Sierra EV; 2025-2026 OPTIQ, CELESTIQ, ESCALADE IQ/IQL; and 2026 VISTIQ models, to charge on a charging standard that differs from that which the vehicle is built, such as charging a LYRIQ with a native CCS1 charging port at a Tesla Supercharger that uses the NACS system.

The North American Charging Standard (NACS/Tesla) and the J1772/Combined Charging System 1 (CCS1) are the two charging standards with available GM-approved charging adapters.

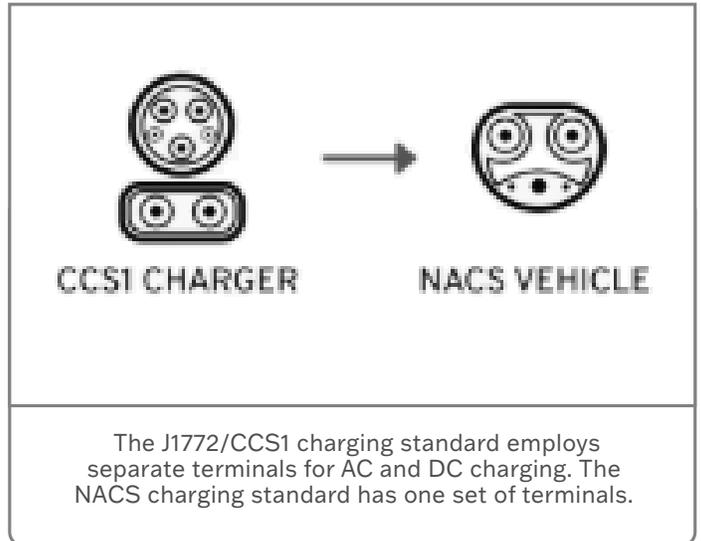
TIP: Not all adapters, vehicles and chargers are compatible with each other. An adapter may physically connect the vehicle and the charger, but power transfer may not be feasible.

NACS OR CCS1

The NACS charging standard combines both alternating current (AC) and direct current (DC) on one set of terminals. The J1772/CCS1 charging standard employs separate terminals for both AC and DC charging. Checking the terminals is a quick visual method to determine the purpose of any given adapter. Attempting to use an adapter improperly may set several DTCs in the vehicle.



Bolt NACS charging port



The J1772/CCS1 charging standard employs separate terminals for AC and DC charging. The NACS charging standard has one set of terminals.

For diagnosis of a GM OEM charge cord set, refer to Charge Cord Malfunction in the appropriate Service Information.

CHARGING ADAPTERS FOR OTHER USES

In addition to EV charging adapters, charge receptacle accessories are available to allow vehicle-to-load (V2L), vehicle-to-vehicle (V2V) and vehicle-to-home (V2H) charging in compatible vehicle applications. Go to gmenergy.gm.com for information regarding additional charging options.

GM customers with questions on adapter usage and EV charging should contact EV Concierge (1-833-64POWER).

For additional information, refer to Bulletin #25-NA-368.



LYRIQ CCS1 charging port

Here's a quick look at the available GM charging adapters.



GM NACS DC
MSRP \$275*

PN: 85836744
 LPO: RYU
 Public Charging Use Only
 CCS1 Vehicle → NACS DC Charger

Compatible Vehicles
Chevrolet
 Blazer MY24-MY26
 Equinox MY24-MY26
 Silverado MY24-MY26
 Bolt MY12-MY23 (software and hardware update only)

Compatible Vehicles
GMC
 Sierra Denali EV MY24-MY26
 HUMMER MY22-MY26

Cadillac
 LYRIQ MY23-MY26
 OPTIQ MY25
 VISTIQ MY26
 IQ MY25-MY26
 CELESTIQ MY26

*MSRP excludes installation, taxes, other fees or wheel components (if applicable). Actual price is set by dealer or seller and may vary. Some items may require purchase of additional equipment or services. Prices and specifications subject to change without notice. Contact your authorized GM Dealer for current pricing availability.

GM NACS DC ADAPTER

- CCS1 vehicle to NACS DC charger
- For public charging at specified Tesla Superchargers
- Not for use with NACS Level 1/Level 2 AC “home” chargers. DTCs P1EE6, or P0D3F, P2E85 and P0F71 (P0D3D-11, POE8B-11 and P0F70-11) may set if connected in this manner.



GM NACS LEVEL 2
MSRP \$195*

PN: 86380864
 LPO: RYH
 Home Use Only
 J1772 Vehicle → NACS Charger

Compatible Vehicles
Chevrolet
 Blazer MY24-MY26
 Equinox MY24-MY26
 Silverado MY24-MY26
 Bolt MY12-MY23 (software and hardware update only)

Compatible Vehicles
GMC
 Sierra Denali EV MY24-MY26
 HUMMER MY22-MY26

Cadillac
 LYRIQ MY23-MY26
 OPTIQ MY25
 VISTIQ MY26
 IQ MY25-MY26
 CELESTIQ MY26

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GM NACS LEVEL 2 ADAPTER

- J1772 vehicle to NACS charger
- For charging at Level 1/Level 2 “home” chargers
- Set Level 2 charger setting to “compatibility mode.”



GM J1772 AC
MSRP \$67*

PN: 86286534
 LPO: RYK
 Home and Public Use
 NACS Vehicle → J1772 Charger

Compatible Vehicles
Chevrolet
 Bolt MY27

Compatible Vehicles
Cadillac
 OPTIQ MY26

*MSRP excludes installation, taxes, other fees or wheel components (if applicable). Actual price is set by dealer or seller and may vary. Some items may require purchase of additional equipment or services. Prices and specifications subject to change without notice. Contact your authorized GM Dealer for current pricing availability.

GM J1772 AC ADAPTER

- NACS vehicle to J1772 charger
- For charging vehicles with a J1772 charger



GM CCS1 DC
MSRP \$189*

PN: 86276618
 LPO: RYW
 Home and Public Use
 NACS Vehicle → CCS1 DC Charger

Compatible Vehicles
Chevrolet
 Bolt MY27

Compatible Vehicles
Cadillac
 OPTIQ MY26

*MSRP excludes installation, taxes, other fees or wheel components (if applicable). Actual price is set by dealer or seller and may vary. Some items may require purchase of additional equipment or services. Prices and specifications subject to change without notice. Contact your authorized GM Dealer for current pricing availability.

GM CCS1 DC ADAPTER

- NACS vehicle to CCS1 DC charger
- For charging vehicles with a CCS1 DC charger



GM POWERSHIFT AC
MSRP \$189*

PN: 86309009
 LPO: RYN
 Home Use Only
 NACS Vehicle → CCS1 Charger

Compatible Vehicles
Chevrolet
 Bolt MY27

Compatible Vehicles
Cadillac
 OPTIQ MY26

*MSRP excludes installation, taxes, other fees or wheel components (if applicable). Actual price is set by dealer or seller and may vary. Some items may require purchase of additional equipment or services. Prices and specifications subject to change without notice. Contact your authorized GM Dealer for current pricing availability.

GM POWERSHIFT AC ADAPTER

- NACS vehicle to CCS1 charger
- For AC charging with bi-directional chargers like the GM Energy Powershift Charger

► Thanks to Kurtis Hoezee

Loss of Reverse/Forward Grid Lines in Camera View



Some 2022-2026 Silverado 1500, Sierra 1500; 2024-2026 Silverado 2500HD/3500HD and Sierra 2500HD/3500HD models equipped with the Surround Vision Cameras may have a front-view or rear-view camera display that does not show the reverse or forward grid guidelines. An hourglass symbol may be displayed instead of the guidelines.

In some cases, the cameras may be in a state of failure and a DTC will not set until the camera fails. Until a code is set, the camera may randomly display an unlearned status after an ignition cycle. The camera may have a relearn status temporarily but may lose the learn status intermittently with a key cycle. In addition, a vehicle may need to sit more than 5 minutes with the ignition off to reproduce this issue.

If these conditions are found, inspect the views in all cameras thoroughly and check each camera for damage or moisture inside the lens. Camera images may appear slightly distorted or foggy. The corresponding camera may exhibit a non-learned status.

Review the camera learn status using GDS 2. For the learn data to be available, the Video Processing Module (VPM) must be at software level 18.05 or higher; otherwise, the learn values will not be displayed.

With the vehicle in Service Mode, review the VPM Surround Vision Camera data.

A camera that shows a Not Calibrated status should be replaced.

Parameter Name	Value	Unit	Contact ID
Left Camera Alignment Learn Status	Stage 3		Video Processing Module
Right Camera Alignment Learn Status	Stage 3		Video Processing Module
Rear Camera Alignment Learn Status	Stage 3		Video Processing Module
Front Camera Alignment Learn Status	Stage 3		Video Processing Module

Check for a Not Calibrated status.

Keep in mind that a Rejected Request message will be displayed if the vehicle is not in Service Mode or the software version is not 18.05 or higher. Update the software if needed.

TIP: The Surround Vision Camera system (RPO UV2: Vision-360 View, Mono, HD Digital) does not include the Rearview Camera Mirror (RPO DRZ: Mirror I/S RV – LT Sensitive, Full Video Display). The Rearview Camera Mirror should always be diagnosed separately for any issues.

► Thanks to Dave MacGillis and Kevin Minor

Property	Value	Value Source
Model Year	2026	User
Make	GMC	User
Model	Sierra	User

Review the VPM Surround Vision Camera Data

Inoperative Heated and Ventilated Front Seats

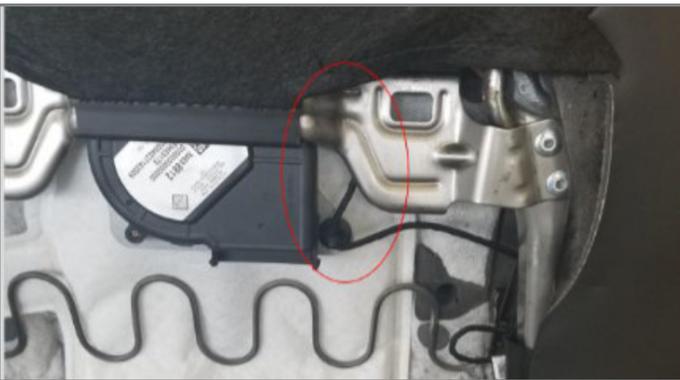
The driver's and front passenger's heated and ventilated seats may be inoperative on some 2021-2026 XT5 and XT6 models. Fuse F19RA also may be open.

These conditions may be due to circuit 639 shorted to ground on the driver's or front passenger's seatback frame.



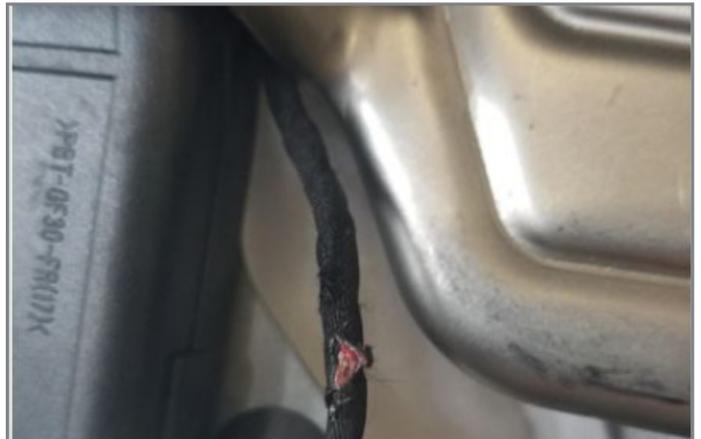
The driver's and front passenger's heated and ventilated seats may be inoperative.

If fuse F19RA has been replaced before or goes to open immediately, remove the front passenger's seatback cover and inspect the harness in the seatback for chafing or damage. Check for any contact between the seatback and the harness. If there isn't any damage found on the front passenger's seatback, inspect the driver's seatback in the same areas.



Check for any contact between the seatback and the harness.

When checking for damage, be sure to move the harness in order to get a clear view from different angles.



Harness damage

In addition, check the harness along the side of the seat frame.

Repair any damaged circuits following the procedures for wire and connector repair in the appropriate Service Information



Harness at the side of the seat frame

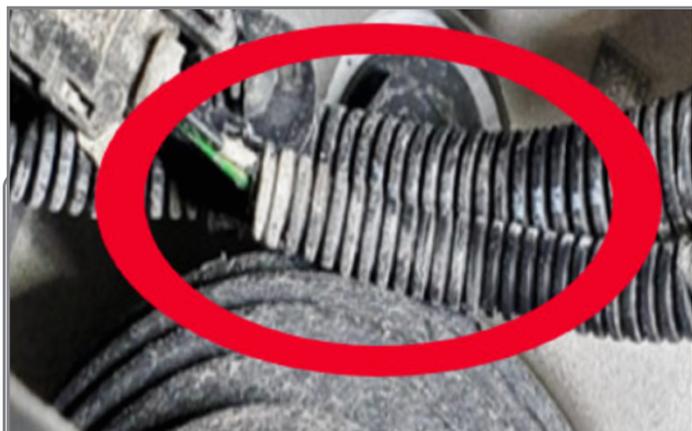
Refer to Bulletin #26-NA-046 for additional information.

► Thanks to Kristin Clancy

Brake Pad Wear Sensor Contact with Rear Half Shaft

The rear half shaft boot on the left side of some 2021-2025 Tahoe, Suburban, Yukon and Escalade models may be leaking or damaged. The damage may have occurred due to the brake pad wear sensor being incorrectly routed, resulting in contact with the half shaft boot.

TIP: Only the left rear brake caliper is equipped with a disc brake pad wear sensor.



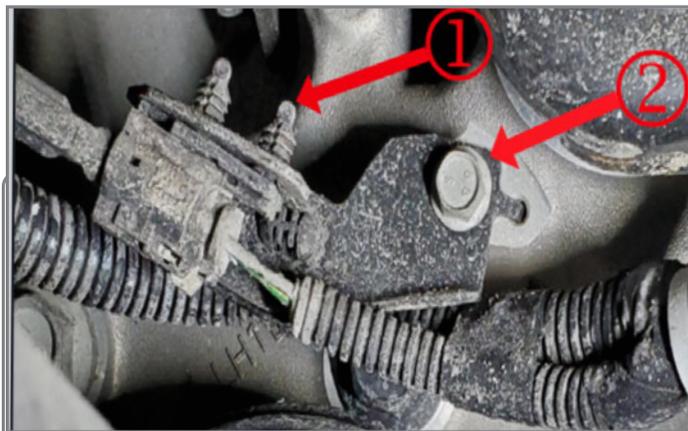
Wear sensor wiring harness contacting the half shaft boot.

Check the clearance from the half shaft outboard joint to the wiring harness. The clearance should be higher than 10mm. If the clearance is under 10mm, install the revised bracket that is available. The new bracket will reroute the brake pad wear sensor so that it is more than 10mm away from the half shaft boot.



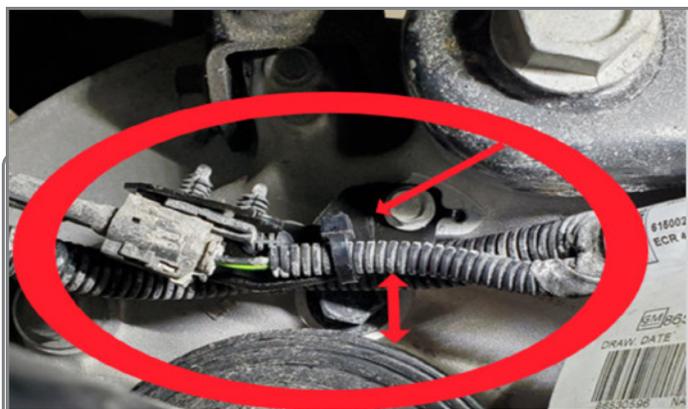
1. Clearance of more than 10mm
2. Clearance of less than 10 mm with possible half shaft boot contact

Refer to Rear Disc Brake Pad Wear Sensor Replacement in the appropriate Service Information for instructions on accessing the left-side rear brake pad wear sensor bracket. Remove the connector and bolt from the bracket and remove the tape around the wiring harness.



Remove the connector and bolt from the bracket.

After installing the new design bracket, insert a tie strap through the bracket hole and around the wiring harness. The tie strap buckle should be positioned above the wiring harness bundle.



New design bracket, with tie strap securing the wiring harness.

For more information and part numbers, refer to Bulletin #25-NA-109.

► Thanks to Mike Waszczenko

TCSC Top Issues This Week

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

TCSC has now released their latest tips to help technicians when using Techline Connect applications. 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 19, 2026.

WEEKLY ISSUES

These vehicles are pre-built with the correct calibration for Auto Protected Idle and no changes are req

1. NEW – 2025 Escalade IQ EV - FPI (K299 Video/Audio Module) May Fail E-4393/E-4394 in SPS2

There is currently a known issue affecting the K299 Video/Audio Module where programming may fail with either an E-4393 or E-4394 error in SPS2.

This issue is being investigated by Engineering but there is currently no ETA or workaround.

2. NEW – 2023-2026 HUMMER EV RWQ (37-inch Tire) Calibration Freeze

Currently, TCSC is unable to add 37-inch "RWQ" tires to any 2023-2026 HUMMER EV.

A resolution for this issue is being developed by Engineering but there is currently no ETA or workaround.

3. NEW – 9G8 (DRL/AHL Disable) is Not Yet Available on MY2026 Vehicles

Calibrations for 9G8 are not yet available for 2026 model year vehicles. The calibrations are planned to be released but there is currently no ETA.

4. 2025 Blazer EV Radio USB File Transfer Option Missing

For 2025 Blazers built with an RPO IVE Radio, the USB Programming option has been removed from Radio programming. No USB update is required for replacement parts. Refer to #PIC6641 for more information.

5. Approach/Exit Lighting Condition - 2026 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]

6. Corvette 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.

For more information, refer to Document ID 6970447 in the appropriate Service Information.

7. 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 8

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.

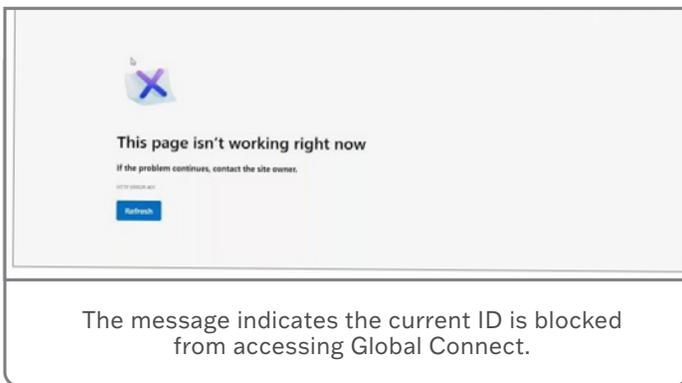
Note: RPO ZW9 is supported for both long and short bed models and is also supported regardless of 17/18/20/22-inch tire sizes.

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

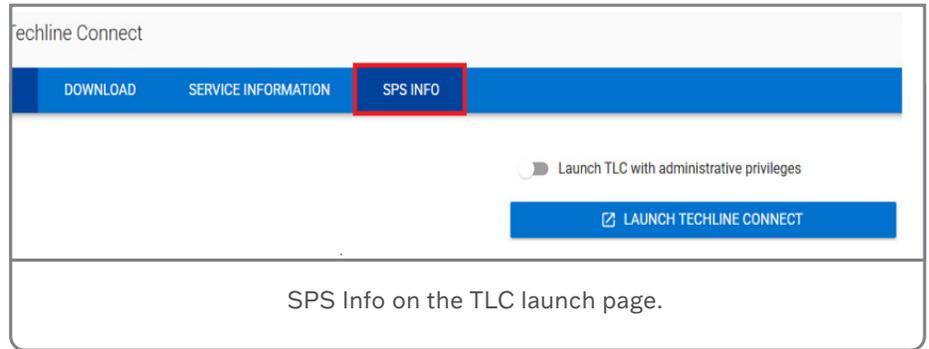
Document ID: 6662319 has been published to assist with common programming errors, descriptions and recommended helpful/general troubleshooting for SPS errors. Please refer to this page if you encounter a programming error within SPS2/TLC.

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.

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

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



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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@5by5dzn.com

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

GM TechLink on the Web:
GM GlobalConnect

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