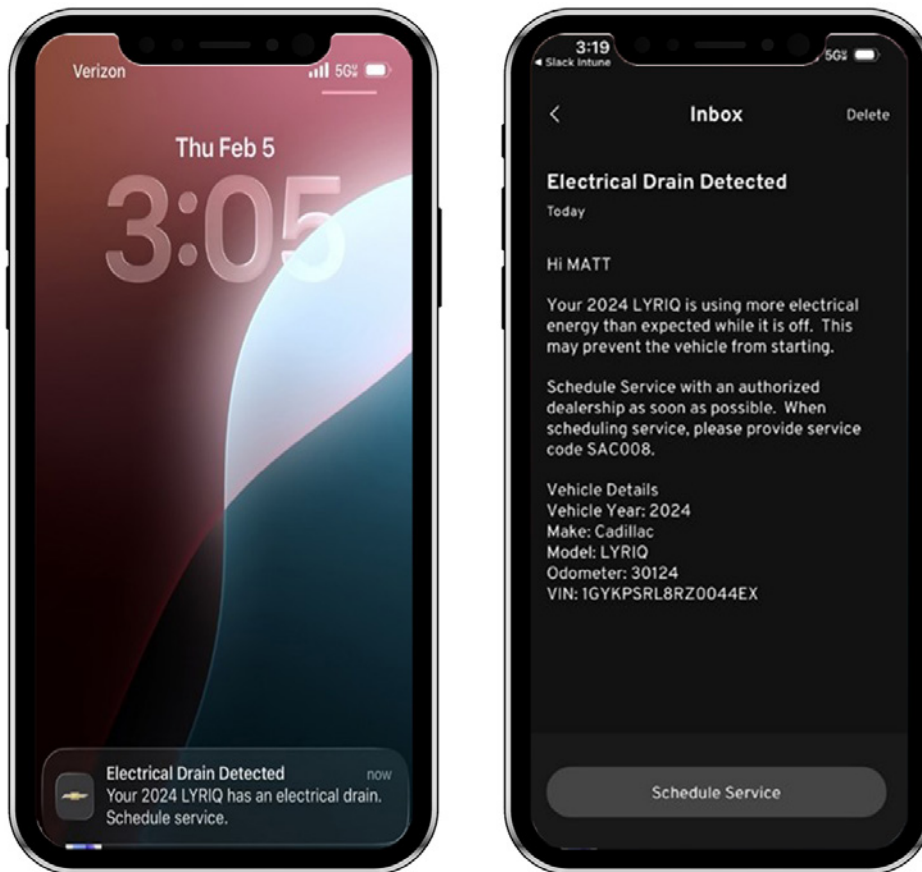


## Proactive Alerts — Parasitic Drain Detection



**Proper Use and Diagnostic Tips for NFC Key Cards**

see page 8



**CT5-V Blackwing Precision Package Features High-Performance Cup Tires with Unique Appearance**

see page 7

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# Proactive Alerts — Parasitic Drain Detection

Proactive Alerts, a feature of OnStar Advanced Diagnostics, are designed to help predict specific types of potential performance degradation based on current vehicle data. New Proactive Alerts have been added to address parasitic drains that can lead to a dead 12V battery.

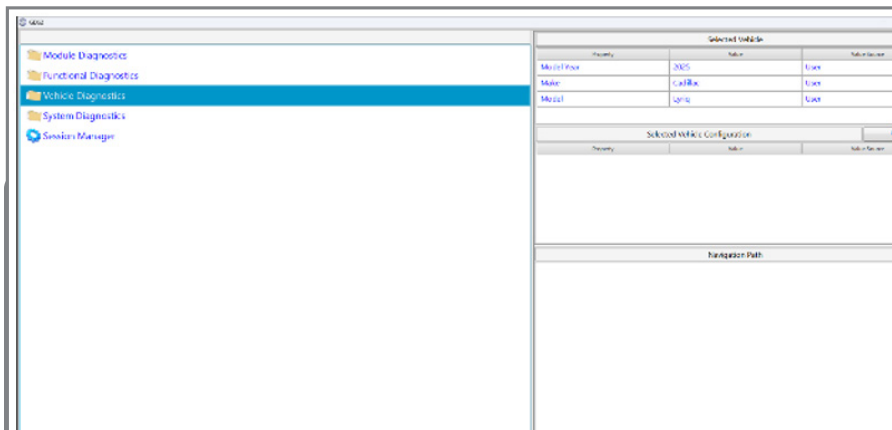
## PROACTIVE ALERT IDENTIFIERS

Parasitic Drain Detection uses available vehicle data to determine if an excessive amount of battery capacity, measured in amp-hours, was

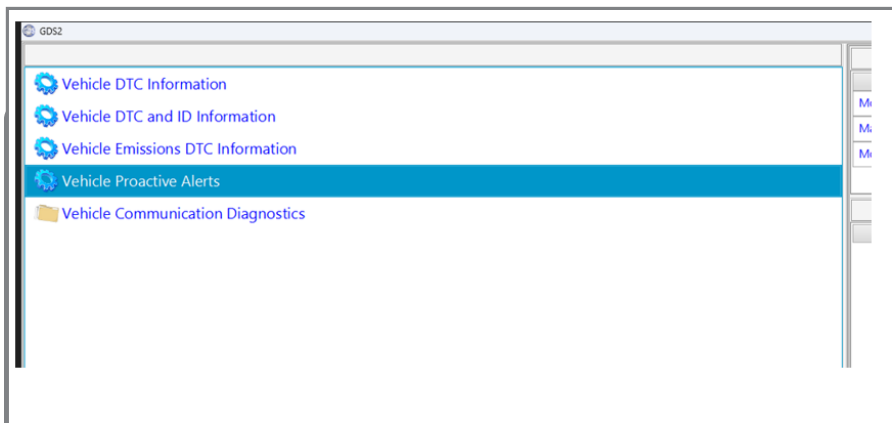
Proactive Alert Identifier	Description
SAC006	TBD (future growth)
SAC007	TBD
SAC008	Severe Drain Detected on 12V Battery (suspected out-of-date software)
SAC009	TBD

drawn from the 12V battery while the vehicle was in Off mode. The new Proactive Alerts are

The customer may provide the Proactive Alert Identifier. Otherwise, use the scan tool to select Vehicle Diagnostics > Vehicle Proactive Alerts to read the Proactive Alert Identifiers on the vehicle. Currently, no associated DTCs are stored in the vehicle.



Select "Vehicle Diagnostics"



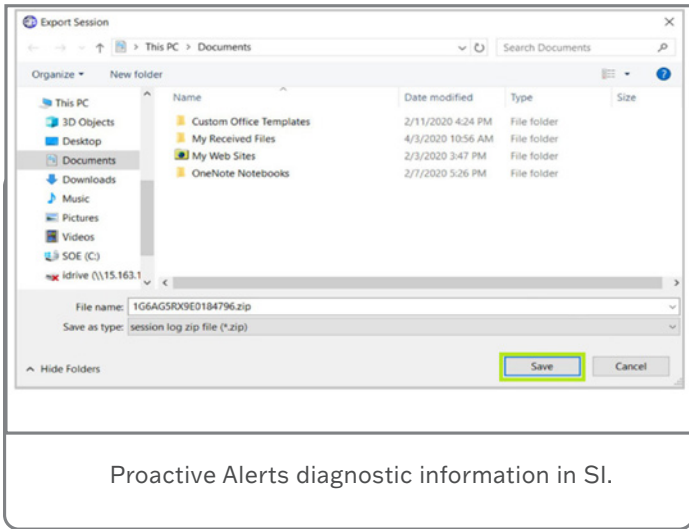
Select Vehicle Proactive Alerts



Find the Proactive Alert Identifier (e.g. SAC008)

## REPAIR PROCEDURES

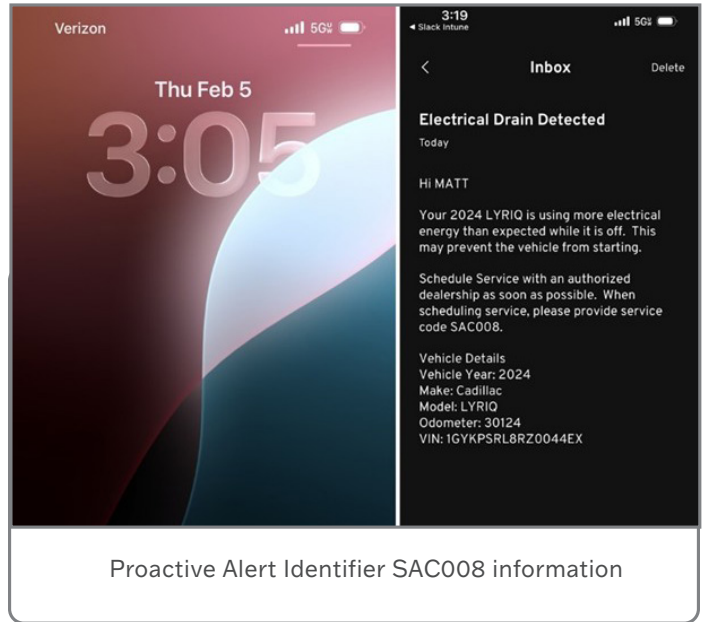
To find the Service Information procedures, search for the specific Proactive Alert Identifier, such as SAC008.



## CUSTOMER AND DEALERSHIP MESSAGES

Customers must sign up for the service through OnStar to receive Proactive Alerts. Once enrolled, they may receive Push Notifications and Mobile Inbox messages through the myBrand App (Fig. 6) when a parasitic drain is detected. Additional Notification channels, such as e-mail and text messages, will be available in the future.

For more information about the operation of Parasitic Drain Detection, refer to the appropriate Service Information under Diagnostic Overview, Starting Point, and Programming > Vehicle Diagnostic Information > Description and Operation > Proactive Alerts Description and Operation.



► Thanks to Brett Holsworth

# 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 March 26, 2026.**

## WEEKLY ISSUES

### 1. RESOLVED – FCM Learn Fails at 94%, DTC U3000 Set, Service Front Camera, Service Forward Collision or Forward Collision Unavailable Displayed on Cluster

The known issue affecting 2022 Trucks with J22 has now been resolved and the FCM is restored to Supported Controllers in SPS2.

Please see #PIT6473E for more information.

### 2. UPDATED – 9G8 (DRL/AHL Disable), SK4 (Engine Idle Timeout), UTQ (Content Theft) and 6N6 (Rear Window Disable) are NOT yet Available on MY2026 Vehicles

Calibrations for RPOs 9G8, SK4, UTQ and 6N6 are not yet available for Model Year 2026 Vehicles but are planned to be released. However, there is not currently an ETA.

### 3. 2026 Envision SDM Programming Setting DTCs

There is currently a known issue affecting the SDM modules on 2026 Envision causing DTCs to set after programming. DTCs can include B10B4 or B120C, and B17F0 or B17F2.

This is being investigated by Engineering and a PI/Bulletin is being developed to address this issue. As a temporary workaround, Techline can be contacted to inquire with Engineering for a VCI to resolve this concern.

Note: The DTC reference documents in SI have been updated to check the EPC for the correct H/W part number(s).

### 4. 2026 T1 Trucks Governor Changes (9C2/9B9/9D7) Require Certain Tire Sizes

Please be aware that for 2026 T1 Trucks, governor changes now require the vehicle to be equipped with certain tire sizes.

Refer to the Online Order Guide for specifics for your Year/Make/Model/Equipment Group to determine which tires are required for these changes.

### 5. 2020 Trax IPC Programming Issue

GM is aware of an issue affecting 2020 Trax models where a replacement IPC may fail with E-4491 and line/op/error indicate (X, B0, 85).

This issue is currently being investigated by Engineering. Please reach out to TCSC if you are experiencing this issue.

### 6. 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.

### 7. 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 #PIC6641A for more information.

### 8. Corvette E-9056/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.

CONTINUED ON PAGE 5

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.

### 9. 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 AND HELPFUL INFORMATION

### 1. 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.

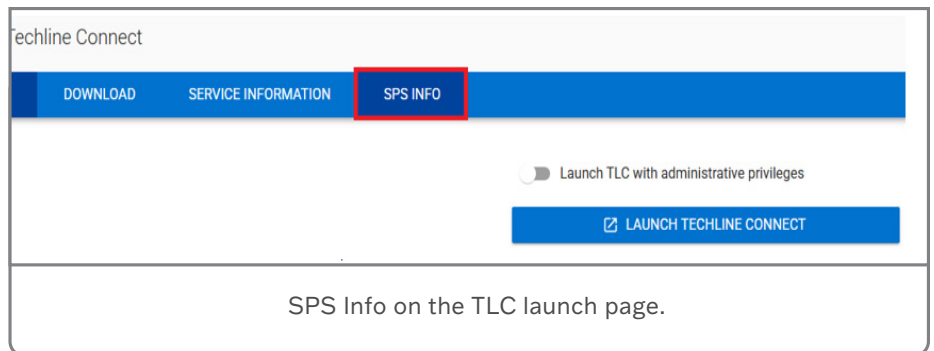
Additionally, for the ECM, use the "Calibration Part Number 1" (also may be called "Software Module Part Number 1") found in GDS2 under Identification Information.

### 2. 2015+ Chevrolet Express SOSM E-4399 Issue

GM is aware of a known issue where programming current/replacement SOSM modules (Left/Right) will cause an E-4399 in SPS2, despite the modules having communication.

Please reach out to TCSC for a VCI to correct this concern.

### 3. 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.

### 4. 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.

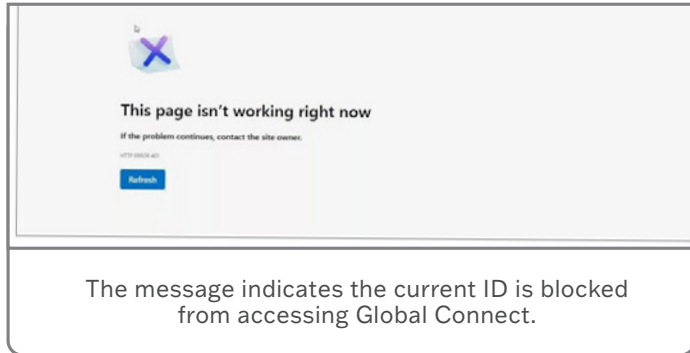
Refer to the GM Vehicle Order Guide for details, including equipment groups supported (e.g., 1WT, 1LT).

## 5. 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.

## 6. 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.

## 7. E-9111 or E-9113/E-9114 TCM/MCVM Operation Errors

An E-9111 or E-9113/E-9114 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 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.

## 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. Approach/Exit Lighting Condition - MY2026 Silverado EVs Built with RPO SFW

GM has identified a condition where the backup alarm makes noise when 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 display.

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

## 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

# CT5-V Blackwing Precision Package Features High-Performance Cup Tires with Unique Appearance

The available Precision Package (RPO V8V) on 2025-2026 CT5-V Blackwing models is a track-focused chassis package that is designed to enhance the dynamic performance of the vehicle on the road as well as under demanding track conditions. The components included in the package help maximize performance with increased high-speed stability, cornering capability and road feel.

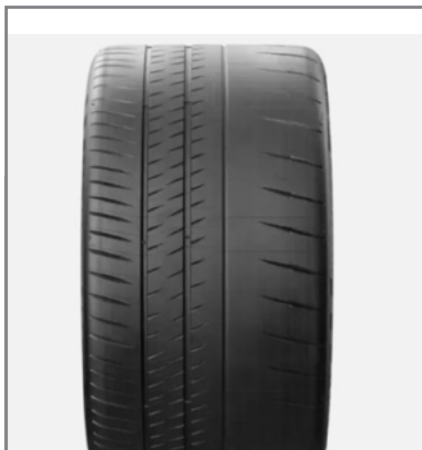


CT5-V Blackwing with the Precision Package

## HIGH-PERFORMANCE TIRES

The Michelin Pilot Sport Cup 2 R tires (RPO Q2Y) that are part of the Precision Package provide extreme lateral dry grip and track-focused performance. The semi-slick track and road tire features a unique tread pattern design and compound, which provide a superior level of driving precision compared to the high-performance summer-only tires.

The tread appearance of the tires is noticeably different from the tires available on other CT5-V Blackwing models.

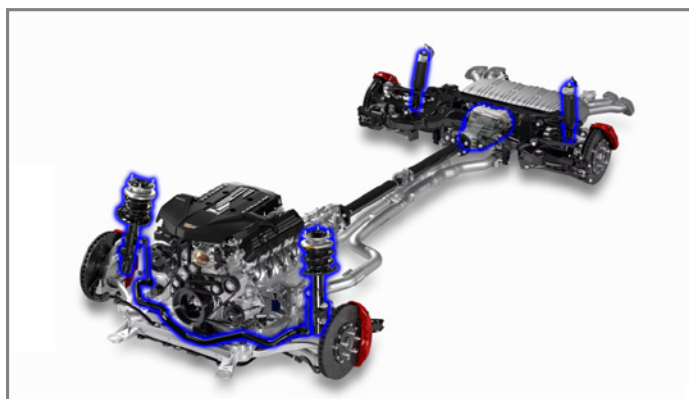


Michelin Pilot Sport Cup 2 R tire tread pattern

## PRECISION PACKAGE

Other components of the Precision Package include:

- Carbon ceramic brakes that provide superior heat resistance and a significant reduction in rotating unsprung mass.
- Front knuckles that allow for an aggressive alignment and rear knuckles with increased rate bushings for the upper and lower trailing links.
- Retuned front suspension top mounts and rear cradle bushings.
- Revised bushings on the front ride links and rear lateral links to reduce compliance and unique billet aluminum rear toe links that enable an aggressive track alignment.
- Suspension tuning changes with revised spring rates and modified damper travel for enhanced suspension dynamics.
- Steering, chassis controls and Electronic Limited Slip Differential (eLSD) tuning designed specifically for the improved hardware set of the Precision Package.
- Revised Magnetic Ride Control tuning for sharper handling and improved grip while maintaining ride quality.



Precision Package components

Refer to #PIC6646 for additional details.

► Thanks to David Antal

# Proper Use and Diagnostic Tips for NFC Key Cards

Key cards are wallet-sized cards that can be used to unlock, lock and start a number of GM vehicles when the key fob is not available. Key cards (part of RPO BOY – Vehicle Interface - Smartphone) may be included with 2025-2026 LYRIQ; 2026 Silverado EV, Tahoe, Suburban, Traverse, CELESTIQ, ESCALADE IQ, OPTIQ VISTIQ, Enclave, Acadia, Sierra EV and Yukon models. One key card is shipped with the vehicle from the assembly plant. It should be treated as an additional key fob.

The key card uses Near Field Communication (NFC), which is the same technology used for contactless payment systems, requiring only a tap or brief hold to the card reader — the K300 Near Field Communication Backup Module — on the exterior of the vehicle to verify the correct key is presented to the vehicle. The key card placement location is on the driver's door handle on Enclave, Silverado EV, Tahoe, Suburban, Traverse, Sierra EV, Acadia and Yukon. It is on the B-pillar applique on CELESTIQ, ESCALADE IQ, LYRIQ, OPTIQ and VISTIQ.

The card should be placed correctly next to the card reader location. The antennas in the door handle and B-pillar are specific to the card placement. Do not place the key card over the door handle's unlock button. It should be placed in the center of the handle over the opening.



Place the key card in the center of the handle over the opening.

Refer to the back of the key card for a helpful graphic showing the exact location and card orientation on the vehicle.

## USING THE CARD

The key card will work only with the vehicle it has been paired with. When a user presents a key card to the card reader, the

K183 UHF Short Range Low Energy Remote Control Access Transceiver will begin authenticating the key card via the NFC Backup Module as a pass-through component. If the information sent to the K183 UHF Short Range Low Energy Remote Control Access Transceiver matches the information stored in the K9 Body Control Module, vehicle access and power moding will be allowed.

To unlock the driver's door, briefly hold the key card to the card reader on the exterior of the vehicle with all doors locked.

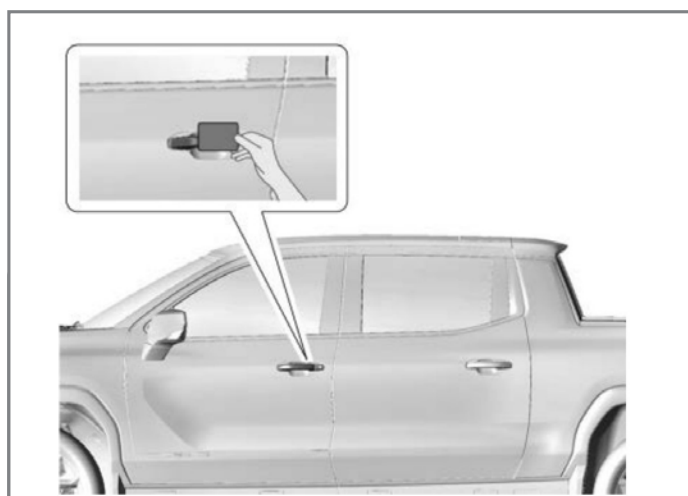
If at least one door is unlocked, holding the key card to the card reader will lock all doors.

**TIP:** The key card needs to be held in place for a second or two to properly function. A quick tap may not unlock/lock the door.:

Once the vehicle is unlocked with a key card, the user has 2 minutes to start the vehicle. A timer and prompts to start the vehicle will display on the infotainment screen. If time expires, it will be necessary to hold the key card at the card reader again to restart the timer. If Service Mode is entered during the initial 2 minutes, the vehicle will be ready for Propulsion Mode indefinitely. Pressing the brake pedal will enter Propulsion Mode.

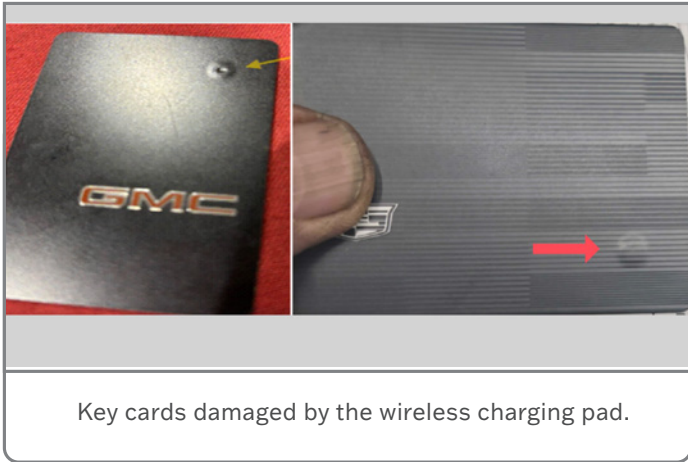
## AVOID KEY CARD DAMAGE

It is important to avoid placing the key card on the wireless charging pad under any circumstance. Customers who keep their key cards in a phone case-style card holder may experience loss of key card function. This is caused by the wireless charger



Hold the key card to the card reader on the exterior of the vehicle.

CONTINUED ON PAGE 9



Key cards damaged by the wireless charging pad.

damaging the NFC chip within the key card. If the NFC chip is damaged, there will be a visible blister in the key card. pad.

When diagnosing a key card that is inoperative, check the key card for any signs of bubbling or damage. Once the card is damaged, the card should be terminated, and a new card should be learned in its place.

## PROGRAMMING ADDITIONAL CARDS

Up to 7 cards can be added to the vehicle and can be purchased from the dealership. The Service Programming System (SPS) will

show a prompt of how many cards are currently learned prior to learning additional cards.

To program additional cards, from the SPS Supported Controllers screen, select K183 UHF Short Range Low Energy Remove Control Access Transceiver and then select NFC Card Learn > Add. Follow the on-screen instructions. Do not hold the key card to the card reader on the vehicle until prompted by the instructions.

A key card also can be unpaired from a vehicle, such as when replacing the K183 module. To unpair a key card, it must be present. An unpaired card can be used again. Be sure to unpair all existing cards before replacing the K183 module because the cards cannot be used after the module is replaced if they were not unpaired.

Key cards can be terminated as well, which deletes the card from the vehicle. Terminate a card when it has been lost or stolen. The card does not need to be present. Terminated cards cannot be used again.

For additional information on NFC key cards, refer to Bulletin #26-NA-099.

► Thanks to Colin Day and Robert Roselle

# Tick Sound at Idle on V8 Engines

The 5.3L, 6.2L and 6.6L V8 engines (RPO L84, L87, L8T) available in 2019-2026 Silverado 1500, Silverado 2500HD/3500HD, Tahoe, Suburban, Sierra 1500, Sierra 2500HD/3500HD, Yukon and Escalade models may have a tick, tap or “typewriter” noise when the engine is idling.



The engine tick can be heard from the front wheel well area.

The tick sound, which may be more noticeable when the engine oil is cold (following a cold soak), can last up to 10 minutes before subsiding. Frequency also can vary with engine speed and from vehicle to vehicle. The sound is typically most audible from the front wheel well area and may be localized to the transmission bell housing or oil pan region.

Refer to Bulletin #26-NA-021 for examples of the audible sound from a normally operating engine. The tick sound does not indicate any mechanical malfunction and does not adversely affect engine performance, reliability or durability. It is a normal operating characteristic of these V8 engines and has no short- or long-term impact on engine operation.

Do not perform any diagnostic procedures or repairs to the engine for a normal tick sound condition.

Refer to Bulletin #26-NA-021 for additional information.

► Thanks to Bryan Salisbury

# Sending GDS 2 Session Logs to TAC Using CX Connect

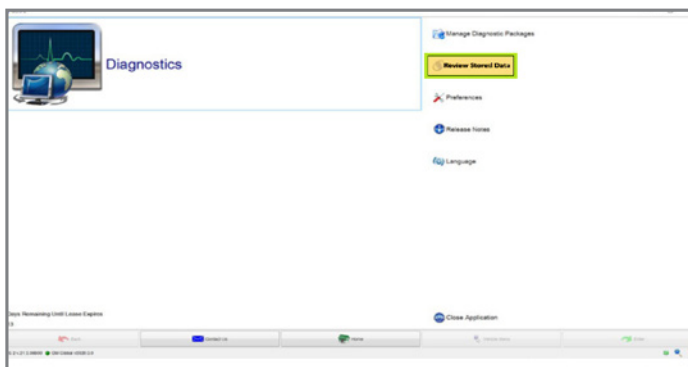
There are times when working on a case with the GM Technical Assistance Center (TAC) where a GDS 2 session log will be needed to help with diagnosis of an issue. The procedure for attaching GDS 2 session logs to TAC cases has changed with CX Connect compared to the previous DCM system.

Here's a quick look at how to attach a GDS 2 session log to a TAC case in CX Connect.

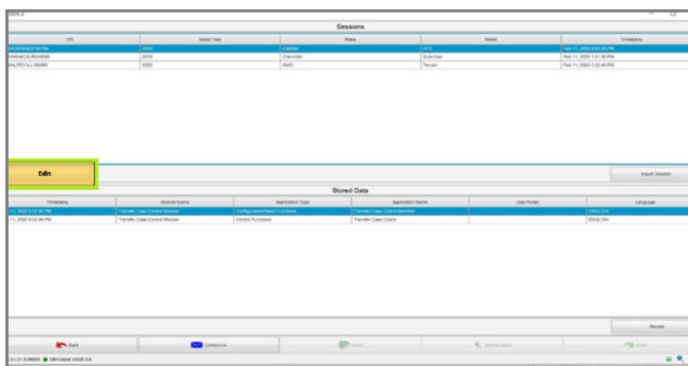
## EXPORT A SESSION

Begin by exporting the session log from GDS 2. Do not use the Save As tab, which will save the file in a format that cannot be viewed by TAC.

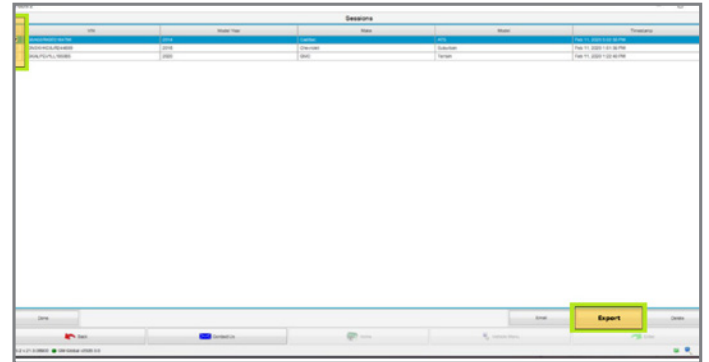
1. Click the Review Stored Data button.



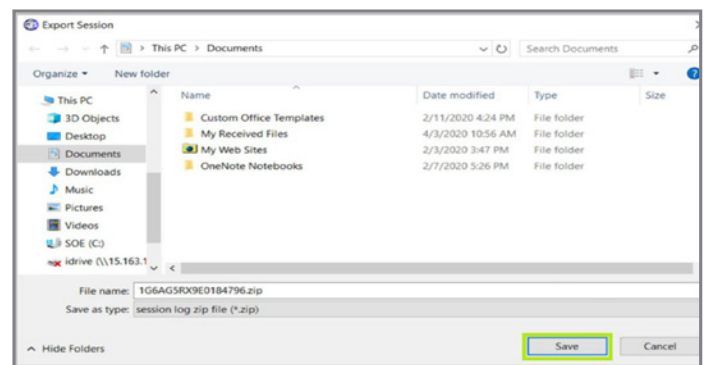
2. Click the Edit button.



3. Select the VIN by adding a check mark next to the desired session log and then click the Export button.



4. The VIN will appear in a dialog box. Save the file in a location where it can be easily accessed later.

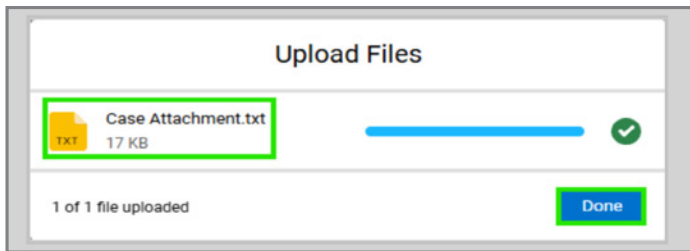


## ATTACH A FILE

5. To attach a file to the TAC case, locate the Files component on the right side of the case and then select Add Files.

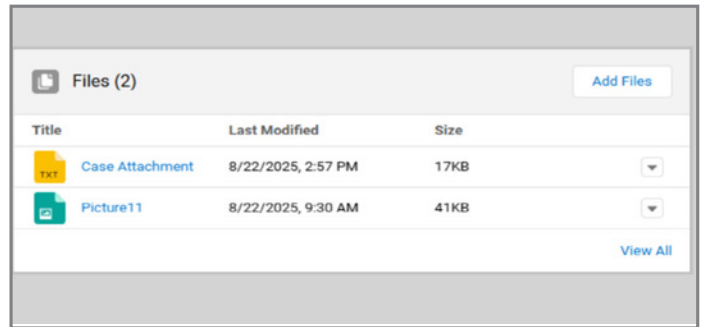


6. Select Upload Files, navigate to the file that was saved and then click Open. Once the file is uploaded, the Upload Files splash screen will be seen along with the attachment. Click the Done button to go back to the case page.



7. The file will now be shown as an attachment to the case.

**TIP:** When sending session logs into TAC for assistance, make sure to bookmark the session where the concern takes place. A relevant session log should clearly show the DTC setting current during the session, or include bookmarks placed at the time the



event occurred. As a best practice, it is recommended to record several shorter sessions rather than one long, continuous session.

For additional information about sending GDS 2 session logs to TAC using CX Connect, refer to #PIP6104.

For details on emailing a GDS 2 session log to TAC, refer to #PIP4902.

▶ Thanks to Tim Lightfoot

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