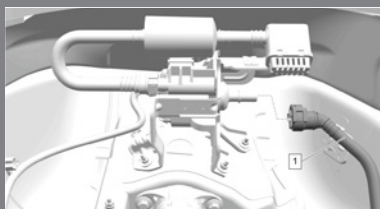




2nd-Row Rear Seat Operation and Diagnostic Tips for Full-Size SUVs



**1.2L Engine EVAP
System Leak Diagnosis**

see page 10



**Check 55-Way
Connector if Glow Plug
DTCs are Set**

see page 7

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2nd-Row Rear Seat Operation and Diagnostic Tips for Full-Size SUVs

The 2nd-row seats (RPO AT6, ATV) available on 2021-2026 Tahoe, Suburban, Yukon, Escalade and 2025-2026 ESCALADE IQ models include a number of adjustment features, such as fore/aft, recline, folding and fold-and-tumble functions, all designed to ease entry and exit as well as enhance convenience and passenger comfort..



2nd-row seats have many adjustment features.

To help with diagnosis of 2nd-row seat concerns, Service Information has been enhanced to provide greater details about proper operation and repair of several common conditions, including:

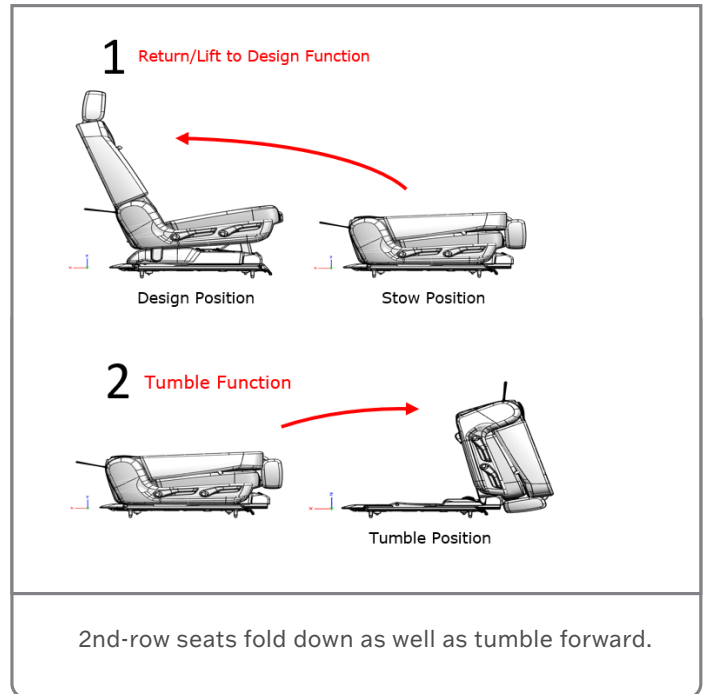
- Seat won't fold
- Seat won't return from folded position
- Seat won't tumble
- Seat frame noise

Symptoms – Rear Seat, Document ID: 7086031, in Service Information provides details on seat functions, visual and physical inspections for various conditions, step-by-step diagnostic charts, and repairs that address a number of specific issues.

Here's a look at some common 2nd-row seat conditions.

FOLD AND TUMBLE FUNCTION

The 2nd-row seats are designed to fold down as well as tumble forward for enhanced cargo capacity and easy entry and exit to the 3rd-row seats.



Lift the rear lever on the outboard side of the seat to release the seatback. The seat will fold forward to create a flat load floor. Lift the lever again to release the rear of the seat from the floor. The seat will tumble forward.

To fold and tumble the 2nd-row seat from the 3rd-row seat, pull the strap on the bottom rear of the 2nd-row seat to release the seatback. It will fold forward. Pull the strap again to have the seat tumble forward.

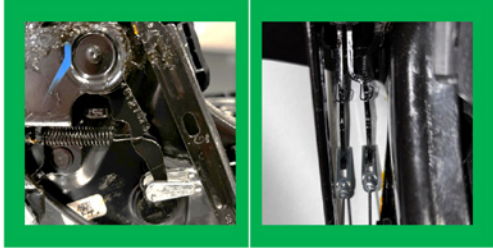
An automatic fold-and-tumble feature also is available. Press the automatic seat release switch on the panel behind the rear doors or in the cargo area to automatically fold the seat. Press the switch again to have the seat tumble forward.

To return the 2nd-row seat to the sitting position, pull the seat down until it latches to the floor (from the tumbled position), and then lift the seatback and push it rearward (from the folded position).

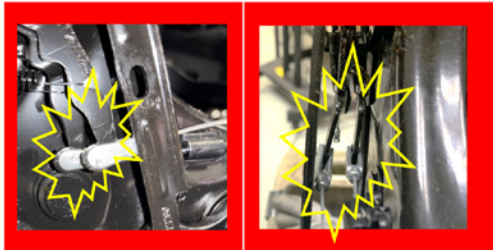
Refer to the vehicle's Owner's Manual for complete operating instructions.

CONTINUED ON PAGE 3

If the rear seat won't return from the folded position, only goes up partially, or the seat won't tumble forward, check for any damage that may impair the seat from folding or tumbling properly. The seat links or latch levers may be misaligned or bent, or the cables may be damaged or not connected at the cable attachment points.



Good - Links aligned and not bent



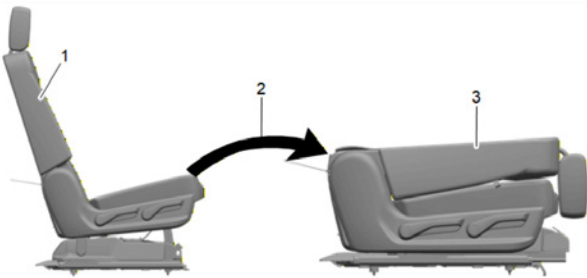
Bad - Links misaligned with visible bends

Seat links or latch levers may be misaligned or bent.

FOLD/STOW FUNCTION

Lift the rear lever on the outboard side of the seat to release the seatback and fold it forward to create a flat load floor.

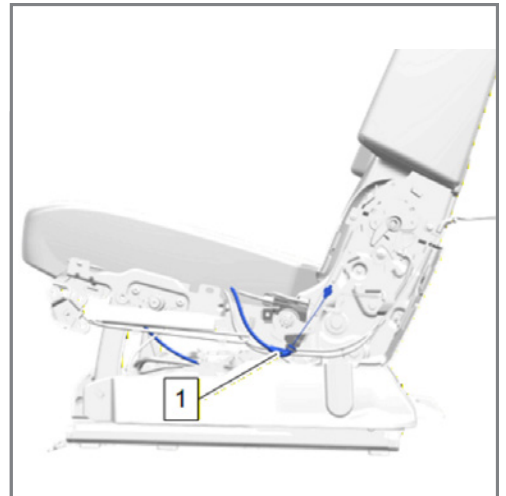
If the 2nd-row seat will not release or fold down, or multiple attempts are required to get the seat to release, the actuator



Fold-flat seat

cable may be disconnected or there may be interference with the quarter lower rear trim panel.

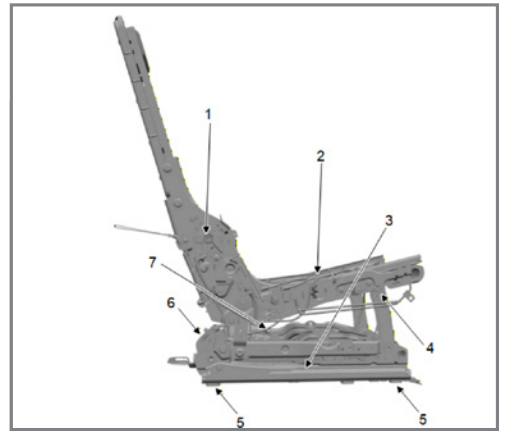
If the power operation is not functional, verify the cable is connected and that the adjuster on the recliner sync cable is either open or partially open.



Actuator cable

SEAT NOISE

Any noise coming from the 2nd-row seats, such as a squeak noise when driving or a rattle noise in the upright position but not when folded, may be due to an obstruction in the seat mechanisms or improperly torqued fasteners.



Possible suspect areas for noise concerns.

Cables should be checked for proper routing and secure connections as well.

Apply lubricant to any suspect areas. It also may be necessary to loosen and then torque the rear seat bolts according to the rear seat bolt sequence.

In addition, cycle the seat from stow to tumble several times, ensuring the floor latch assembly secures to the striker and the floor latch spring engages.

Refer to Symptoms – Rear Seat, Document ID: 7086031, in the appropriate Service Information for complete details on the seat functions and proper adjustments.

► Thanks to Mark Shearer and Eric Powrozek

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 April 30, 2026.

WEEKLY ISSUES

1. NEW – MDI/Scan Tool Disconnecting in SPS2 Showing Status: Disconnected in TLC

Users may see the MDI/scan tool disconnect/reconnect rapidly in SPS2, causing issues with connectivity. GM is aware of this issue and actively investigating.

To potentially resolve this issue, disconnect the scan tool, reboot the tool, and then reconnect.

2. Dealer Infrastructure & Security Guidelines (DISG) Exceptions Update

Users may see the following error during Techline Connect installation or launch:

```
PDS101:C:\Users\<userID>\sps\nativelibs\DlITzSale.dll
```

A file not currently included in the DISG exceptions is being flagged by some firewall/antivirus suites.

The file is:

```
C:\users\<userID>\sps\nativelibs\DlITzSale.dll.
```

Please make sure your IT support has added this file path to the whitelist exceptions in the firewall/antivirus suite.

3. Accessory/Reconfiguration Programming Window Reduced from 90 Days to 14 Days on VIP Vehicles Only

Starting April 25, 2026, an Accessory/Reconfiguration added to a

VIP Vehicle VIN by TCSC must be reprogrammed by the dealership within 2 weeks (14 days). If programming is not completed by this time, the changes will be reverted, and the dealership will be required to reach out to TCSC and request the update(s) again.

Note: There will not be an additional charge for changes that are requested again.

4. 2021 T1 SUVs (Tahoe, Suburban, Yukon, Escalade) Unable to Complete SDAC (Serial Authentication Data Configuration)

There is currently a known issue affecting 2021 T1 SUVs where the SDAC may fail. The radio, IPC, or Telematics (OnStar) module may be the cause of these failures.

DO NOT REPLACE THE MODULE. This is a known SPS issue and the current workaround is to disconnect the SDGM X3 connector and re-attempt SDAC. Engineering is aware of this concern and working on a permanent resolution.

5. UPDATED – 9G8 (DRL/AHL Disable), SK4 (Engine Idle Timeout), UTQ (Content Theft) and 6N6 (Rear Window Disable) Not Yet Available on 2026 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.

Note: RPO SK4 calibrations are now available for T1 Trucks (Silverado, Sierra). T1 SUV (Tahoe, Suburban, Yukon, Escalade) is still being worked on.

6. 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 may include B10B4 or B120C, and B17F0 or B17F2.

This is being investigated by Engineering. Refer to Bulletin #26-NA-115 for more information.

7. 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.

CONTINUED ON PAGE 5

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

COMMON ISSUES AND HELPFUL INFORMATION

1. 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.

2. 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.

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.

3. 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.

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

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

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

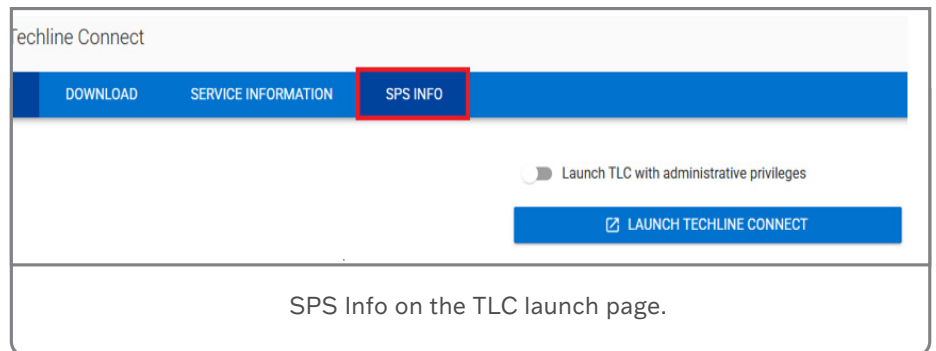
- For the ECM, use the "Calibration Part Number 1" (also may be called "Software Module Part Number 1") found in GDS2 under Identification Information.

5. 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.

6. 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.

7. 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
- RPO ZW9 is 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).

8. 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.

9. 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.

10. 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.

- The TUN/PUN is in capital letters.
- The number zero (0) is not a letter "O".
- There are not any typos, extra characters, or spaces.

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.

11. 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).

12. 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.

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

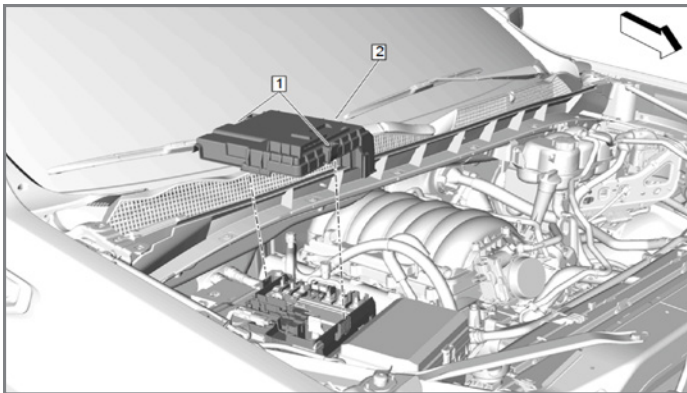
Check 55-Way Connector if Glow Plug DTCs are Set

There may be several glow plug DTCs set on some 2024-2026 Silverado 2500HD/3500HD and Sierra 2500HD/3500HD trucks equipped with the 6.6L Duramax diesel engine (RPO L5P).

DTCs may include:

- P066A (Cylinder 1 Glow Plug Control Circuit Low)
- P066C (Cylinder 2 Glow Plug Control Circuit Low)
- P066E (Cylinder 3 Glow Plug Control Circuit Low)
- P067A (Cylinder 4 Glow Plug Control Circuit Low)
- P067C (Cylinder 5 Glow Plug Control Circuit Low)
- P067E (Cylinder 6 Glow Plug Control Circuit Low)
- P068C (Cylinder 7 Glow Plug Control Circuit Low)
- P068E (Cylinder 8 Glow Plug Control Circuit Low)

These DTCs may be caused by a blown fuse or a bent terminal in the X950D 55-way (Engine Wiring Harness Chassis-to-Engine Wiring Harness) connector.



BDU Fuse Assembly in the engine compartment

If fuse F5 (F5BA) is open, it will result in cylinders 1, 4, 6 and 7 all setting DTCs simultaneously. If fuse F6 (F6BA) is open, it will result in cylinders 2,3,5 and 8 all setting DTCs simultaneously.

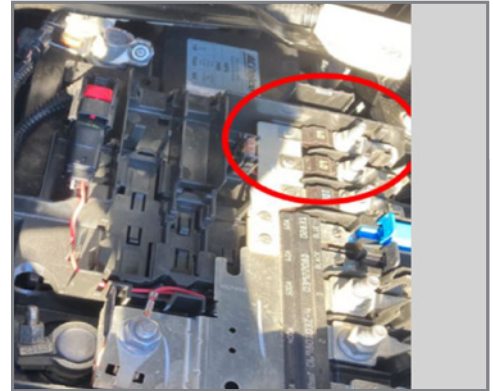
Terminal damage in the X950D 55-way connector also will result in individual DTCs setting.

TIP: Do not replace or disturb any glow plugs before checking the Battery Distribution Unit (BDU) Fuse Assembly for a bent terminal in the X950D 55-way connector.

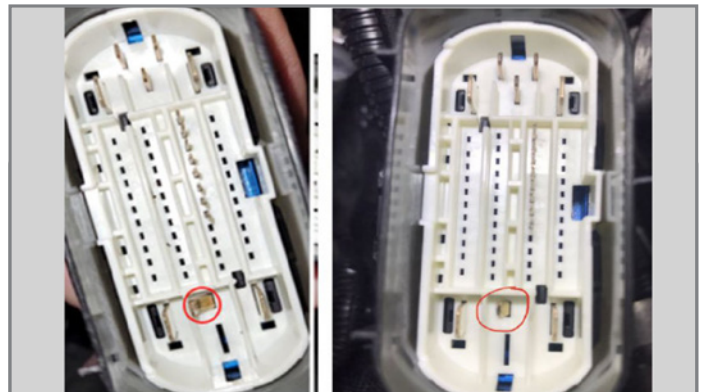
CHECK FOR BLOWN FUSE

Check for 12 volts at the BDU ring terminal while wiggling the cable. Some blown fuse conditions will intermittently make contact. If fuse contact is intermittent or the fuse is blown, it may be necessary to replace the BDU assembly.

Separate the X950D connector by disengaging the red CPA and squeezing the corners of the connector. Look for bent terminals in the X950D connector that may result in individual Glow Plug Control Circuit DTCs P0671, P0672, P0673, P0674, P0675, P0676, P0677 and/or P0678 setting.



BDU ring terminal



Bent terminals in the X950D connector

Refer to Bulletin #26-NA-077 for additional information.

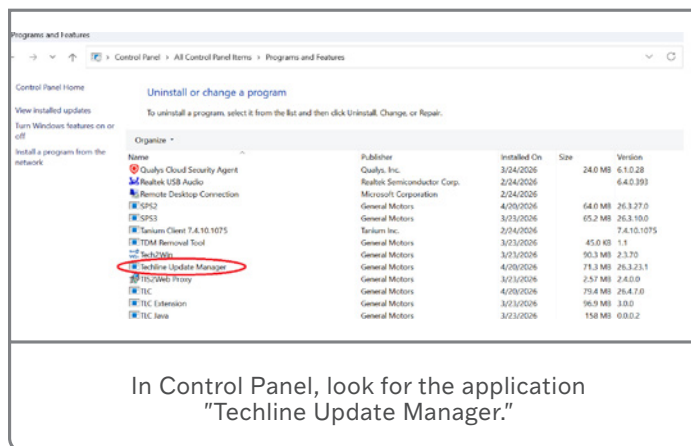
► Thanks to Larry Yaw

Latest Techline Connect Update and DISG Release Include New Firewall Exclusions

The latest Techline Connect update and GM Dealer Infrastructure & Security Guidelines (DISG) release include new firewall exceptions for Techline Connect applications.

For the recent Techline Connect application update, your dealership's IT should whitelist the following files, in addition to the full list in the DISG, in order for Techline Connect to successfully update:

- C:\Program Files\TechlineConnect\TUM\TLCLauncher.exe
- C:\Program Files\TechlineConnect\TUM\TLCLauncherAdmin.exe
- C:\Program Files\TechlineConnect\TUM\TUM.exe



In Control Panel, if the application "Techline Update Manager" is not listed, reach out to your IT to have them whitelist all files before you restart Techline Connect as an administrator. If the issue remains, contact the Techline Customer Support Center (TCSC) for the file to be manually installed.

Techline Connect also may display "Error in Launch4j plugin. This application requires a Java Runtime Environment 11." If this error is displayed, the following steps should be provided to your IT department.

Using the MS Fixit/Microsoft Uninstaller Troubleshooter for Windows 10 (and Windows 11 devices), remove the program "TUM Launcher," and then uninstall "TLC Suite 2" from Control

Panel or Add or Remove Programs, Next, download the Techline Connect Installer from the Techline Connect web page and install the program again. After the download has completed, restart Techline Connect. If the issue remains, contact TCSC.

When updating applications, many firewalls/antivirus programs will recognize it as a new application. It may be necessary to engage your local IT support to ensure Techline Connect is entered as an exception in these programs to allow normal functionality. As a user, full administrative rights are needed to install the update. If you encounter issues with Techline Connect not functioning properly, right-click the Techline Connect icon on the desktop and select "Run as administrator."

VIEW THE NEW GUIDELINES

The Dealer Infrastructure & Security Guidelines have been updated to add a firewall exclusion. The following exception was added (see page 7):

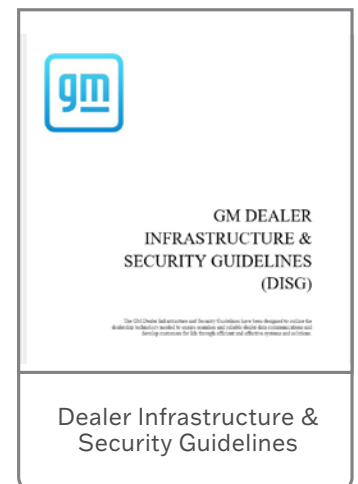
- C:\Users\{USERID}\sp\ nativelibs\DIITzSale.dll

Ensure all exceptions are added to your firewall exclusions for proper operation and updating of the service software.

U.S. Dealerships – The latest DISG can be found in the GM Dealer Information Technologies App on GM Global Connect. Select the Dealer Infrastructure & Security Guidelines link at the top of the app's home page. The DISG also is available on the Service Information home page.

Canadian Dealerships – The latest DISG can be found in the Dealer Security and Information Technology App on GM Global Connect.

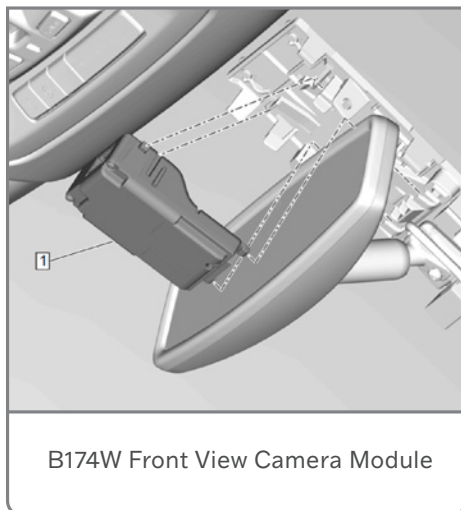
► Thanks to Chris Henley



Front View Camera Diagnosis and Part Restriction

There may be several DTCs set and ADAS-related messages displayed on the Driver Information Center related to the B174W Front View Camera Module (ACP2) on some 2024-2026 Chevrolet, Buick, GMC and Cadillac models. DTCs may include:

- U1615/U1616 – Lost Communication with ACP2 on CAN Bus 2 or CAN Bus 8
- U197A – Ethernet Time Synchronization Signal Invalid (set by ACP2)
- U0499 – Invalid Data Received from Telematics Control Platform Module (set by ACP2)
- U0235 – Lost Communication with Forward LRR sensor (set by ACP2)
- B1A05 – ACP2 MCU Missing Calibration (set by ACP2)
- U3000 – Control Module set by ACP2 or other ECUs



The latest Engineering analysis and field reviews have identified that many B174W Front View Camera replacements are the result of incomplete diagnostics or non-camera root causes, including:

- Vehicle power or 12-volt system concerns, including low battery state-of-charge and related DTCs (e.g., P0562, U3003-16)
- Serial data, CAN bus, or Ethernet issues involving the K56 Serial Data Gateway Module and other ECUs (engine, transmission, EBCM, steering, radar sensors, etc.).
- Non-GM windshield glass or incorrect windshield installation (improper bracket alignment, incorrect glass, applied tints, or other alterations) that affect camera performance and calibration.

- Improper ACP2 seating or bracket installation at the windshield.
- Software anomalies or calibration issues requiring reprogramming and the Front View Camera – Windshield Learn procedure.
- Other ECUs setting DTC U3000 or related DTCs where the root cause is not the Front Camera Module.

As a result, replacing the B174W Front View Camera Module without following the complete diagnostic procedures in the appropriate Service Information often does not resolve the concern and contributes to unnecessary part usage. In some cases, the Front View Camera may have already been replaced.

DIAGNOSTIC TIPS

There are several diagnostic steps to follow to determine the root cause of a Front View Camera condition. Refer to #PIT6503 for additional information.

These steps include checking for prior camera replacement, duplicating the condition, identifying any specific conditions when the concern occurs, verifying the windshield is GM original equipment glass, inspecting the mounting of the ACP2 module, checking communication with the ACP2 using a wired connection, addressing any 12-volt battery issues and determining the cause of any other DTCs.

PARTS RESTRICTION

Once all diagnostic results are completed, if it is determined that the B174W Front View Camera Module should be replaced, contact the Product Quality Center (PQC) to request authorization. A summary of the condition, recorded DTCs and the SI procedures followed will be required.

After replacement, it will be necessary to reprogram the ACP2 and perform the Front View Camera – Windshield Learn procedure.

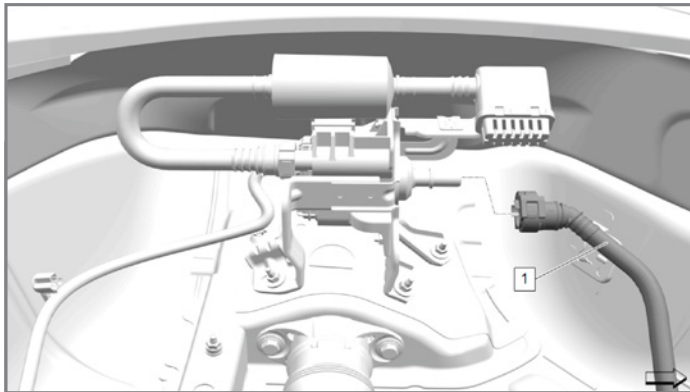
For more details, including diagnostic steps and part numbers, refer to #PIT6503.

► Thanks to Brett Mulvaney

1.2L Engine EVAP System Leak Diagnosis

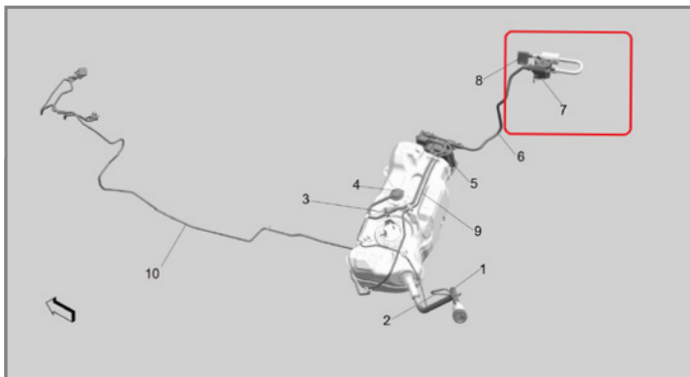
DISCONNECT EVAP LEAK CHECK PUMP BEFORE SMOKE TEST

The new 1.2L engine (RPO LBP), introduced in the 2025 Envista, Encore GX, Trax and Trailblazer, features E85 compatibility. As part of the updates to the Evaporative Emission (EVAP) system, a new component — the G34 EVAP Leak Detection Pump Assembly — replaces the vent solenoid found in traditional EVAP systems.



G34 EVAP Leak Detection Pump Assembly

Before performing EVAP system leak diagnostics based on DTC P0442 (Evaporative Emission System Small Leak Detected) or P0455 (Evaporative Emission System Large Leak Detected), the G34 EVAP Leak Detection Pump must be disconnected to prevent damage. Typical EVAP system testing is performed from the front of the vehicle to the back. For the 1.2L engine, the leak check pump is at the end of the line at the rear of the vehicle. If not



EVAP system and the G34 EVAP Leak Detection Pump (#7)

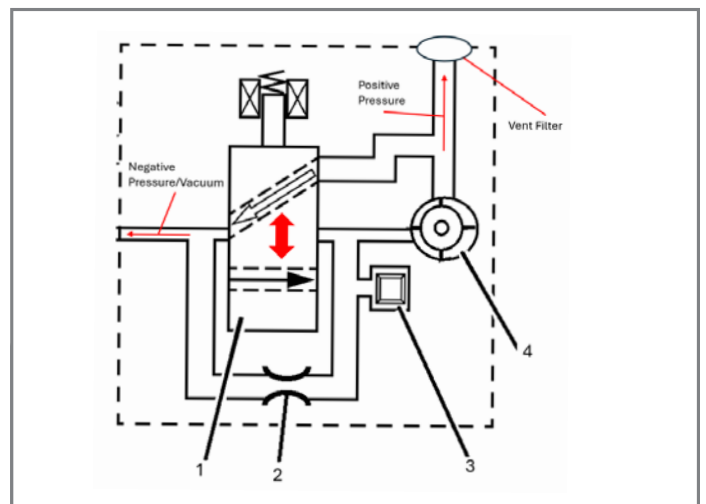
disconnected, smoke oil could collect in the pump, leading to pump failure. Do not allow smoke to enter the pump.

Failure to follow the updated service procedures will require pump replacement since the EVAP leak detection pump is highly susceptible to damage if exposed to smoke or mineral oil used in OEM and aftermarket smoke testers.

Using the necessary special tools, including the GE-41413-A/B/C Evaporative Emissions System Tester (EEST), the updated leak diagnostic procedures for DTCs P0442 and P0455 instruct technicians to disconnect the leak detection pump from the EVAP system before testing. Refer to Document ID 6496657 in the appropriate Service Information for complete information.

G34 LEAK DETECTION PUMP OPERATION

The G34 EVAP Leak Detection Pump is used to detect leaks in the EVAP system. Unlike traditional EVAP systems, the system for the 1.2L E85 engine does not use a vent solenoid to seal the system, which significantly changes the procedure for performing leak tests.



1. EVAP Vacuum Leak Pump Switching Valve
2. Reference Orifice
3. EVAP Vacuum Leak Pump Pressure Sensor
4. Leak Detection Pump

CONTINUED ON PAGE 11

The G34 EVAP Leak Detection Pump Assembly consists of four main components.

1. EVAP vacuum leak pump switching valve
2. Reference orifice (0.020 in.; 0.51mm)
3. EVAP vacuum leak pump pressure sensor
4. Leak detection pump (driven by a 12V DC motor)

These components are integral parts of the EVAP leak detection pump assembly and are not serviceable.

LEAK DETECTION PROCESS

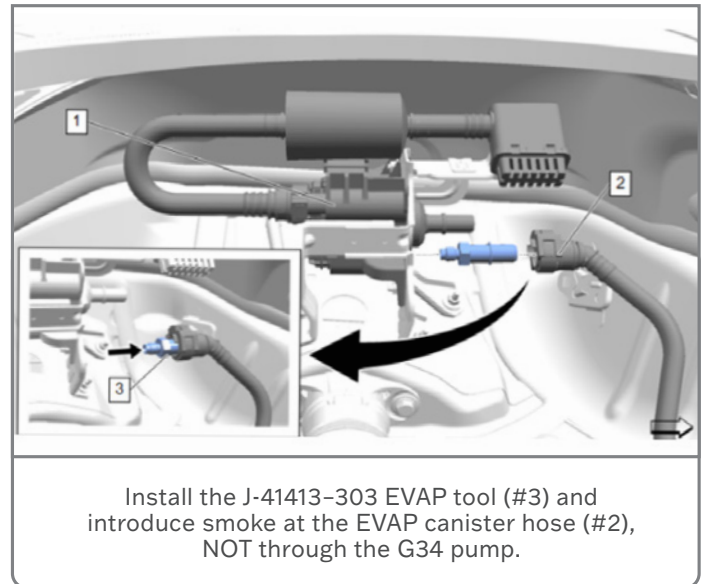
Here is the updated procedure the ECM will perform to run DTC P0422 and P0455 diagnostics and detect leaks on the new 1.2L engine.

1. The vehicle must be driven at least 0.1 miles and then turned off for 5 – 9.5 hours in ambient temperatures above 40°F (4.5°C).
2. The system will begin its automated leak test between 5 – 9.5 hours when the Engine Coolant Temperature (ECT) stabilizes with ambient temperature.
3. The switching valve (#1) actuates, and the pump (#4) pulls a vacuum over the reference orifice (#2) to establish a baseline measurement.
4. The valve then switches, allowing the pump to pull a vacuum on the entire EVAP system.

The test runs for up to 800 seconds, comparing pressure values to determine if a leak exists.

PERFORMING A SMOKE TEST

To perform a smoke test on the new EVAP system:



1. Follow SI instructions to access the G34 pump at the right rear wheel well.
2. Disconnect the vapor line connecting the EVAP canister to the G34 pump.
3. Install the J-41413-303 EVAP tool at the canister hose and then install the GE-41413-A / B / C EVAP tester.
4. Introduce smoke at this location – NOT through the G34 pump.
5. Perform the smoke test following the SI instructions.
6. Reconnect the vapor line securely after testing.

For more details about testing the new EVAP system, refer to Document ID: 6496657 in the appropriate Service Information and Bulletin #26-NA-094.

► Thanks to Sonny Snyder

TECH LINK

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