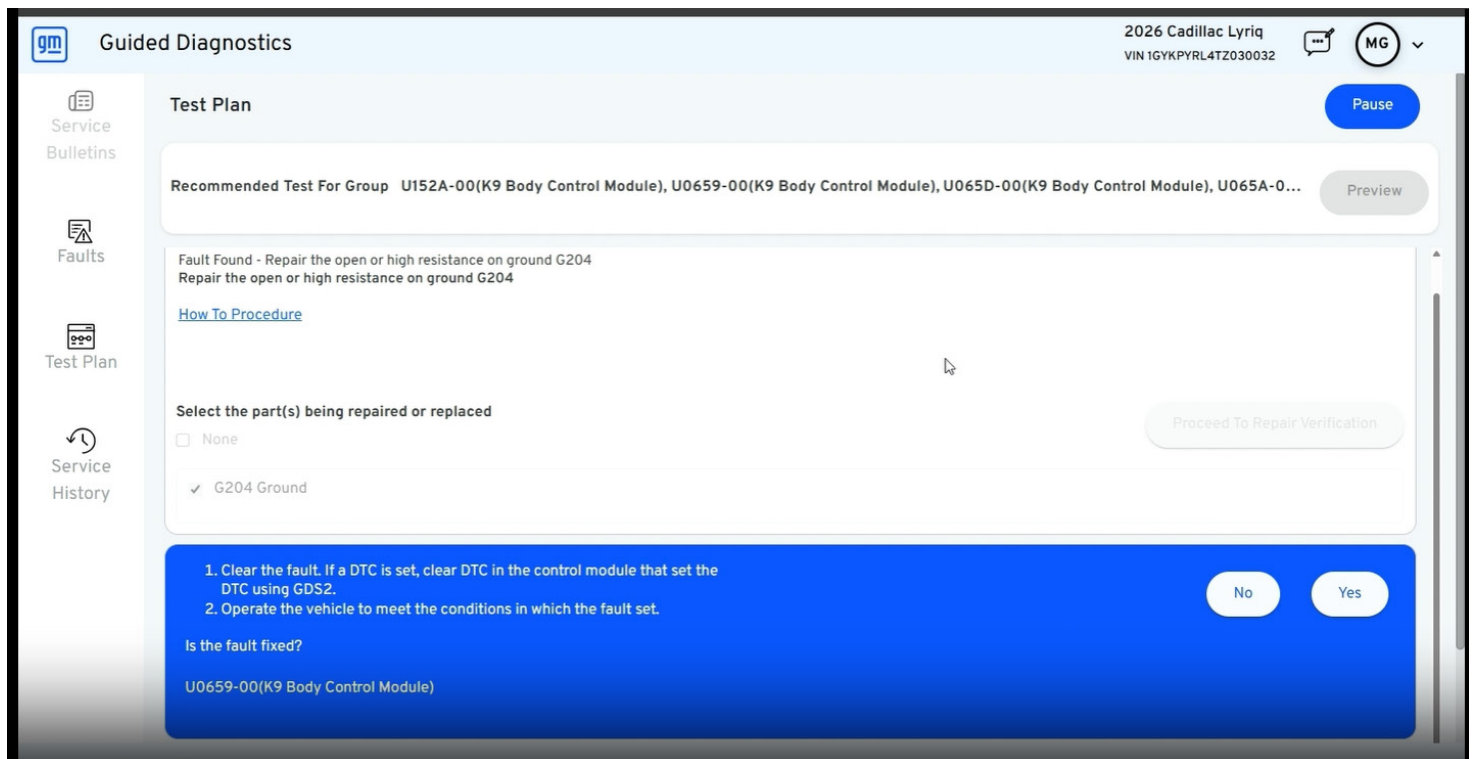


Guided Diagnostics

The Next Step in a More Focused Repair Path



Guided Diagnostics

2026 Cadillac Lyriq
VIN 1GYKPYRL4TZ030032

Test Plan

Recommended Test For Group U152A-00(K9 Body Control Module), U0659-00(K9 Body Control Module), U065D-00(K9 Body Control Module), U065A-0...

Fault Found - Repair the open or high resistance on ground G204
Repair the open or high resistance on ground G204

[How To Procedure](#)

Select the part(s) being repaired or replaced

☐ None

☒ G204 Ground

Proceed To Repair Verification

1. Clear the fault. If a DTC is set, clear DTC in the control module that set the DTC using GDS2.
2. Operate the vehicle to meet the conditions in which the fault set.

Is the fault fixed?

U0659-00(K9 Body Control Module)

No Yes

*Guided Diagnostics
provides a focused
repair path
to help make
troubleshooting
more efficient.*



**Service Door Latch
Message and Child
Safety Lock Condition**

see page 8

*Guided Diagnostics – The Next
Step in a More Focused Repair Path 2*

TCSC Top Issues This Week..... 4

*Oil Pan Wiring Harness
Diagnostic Tips..... 6*

*Aftermarket Lighting, Sensor
Obstruction May Cause False
Front Park Assist Alerts..... 7*

*Latest Techline Connect Update
Adds Proactive Alert for Parasitic
Drains to Dashboard 10*

Guided Diagnostics

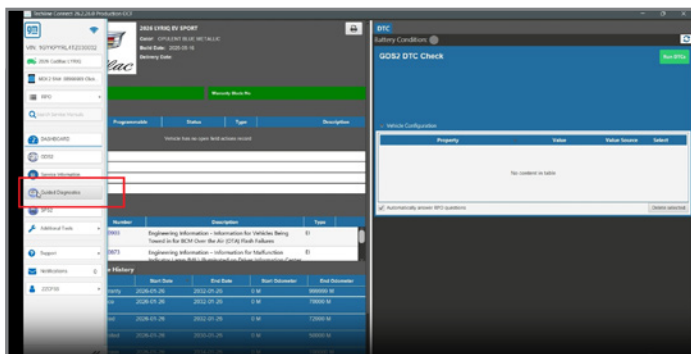
The Next Step in a More Focused Repair Path

GM has recently introduced Guided Diagnostics, a VIN-specific diagnostic application designed to help technicians follow a more focused repair path that reduces dead ends and makes troubleshooting more efficient. At launch of the application, Guided Diagnostics is available to all Cadillac dealerships (U.S.) for 2024-2026 LYRIQ models. Additional models are planned to be added in the coming months as feedback is gathered.

The goal is less time searching across disconnected tools and more time following guided next steps that are directly tied to the vehicle being diagnosed. By prioritizing the most likely repair path, the application can help improve diagnostic consistency, support faster first-time fix decisions and reduce repeat testing when multiple symptoms or DTCs are present.

ACCESS GUIDED DIAGNOSTICS IN TECHLINE CONNECT

To access Guided Diagnostics, select the Guided Diagnostics link in Techline Connect. Access will automatically apply upon logging in to Techline Connect with the proper administrative rights. Additional dealerships will be added in the coming weeks.

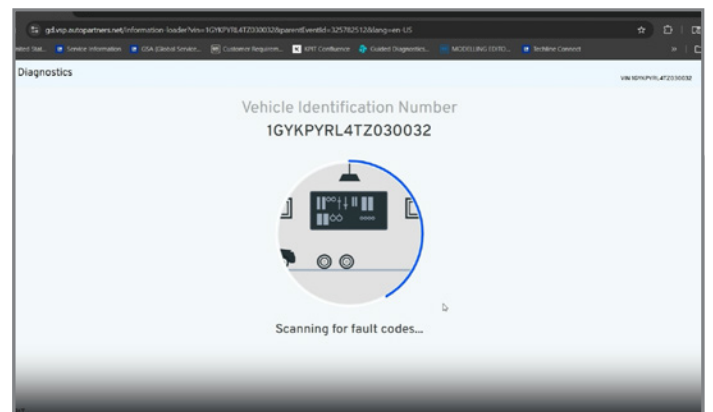


Guided Diagnostics in Techline Connect

Guided Diagnostics uses authored diagnostic models, live vehicle data and historical confirmed repair information to help identify the most probable root cause of a concern. Instead of requiring technicians to work through long, static diagnostic documents, the application presents VIN-specific data and guided workflows that include the minimum necessary tests and repair steps, based on the vehicle, DTCs set and other information available, helping reduce unnecessary checks and avoid unrelated diagnostic paths.

TECHNICIANS CONTROL THE PROCESS

Guided Diagnostics keeps technicians in control of the repair process. The application supports diagnostic decision-making by organizing available information, recommending the next logical step and helping technicians focus on the highest-value tests first. Technicians still verify the concern, perform the required tests and determine the appropriate repair, but with clearer direction and less time spent sorting through information that may not apply to the vehicle.

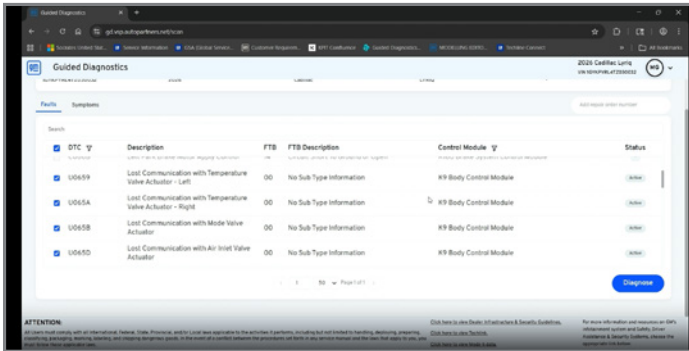


Techline Connect pulls data from the vehicle and launches Guided Diagnostics.

From the Techline Connect home screen, select Guided Diagnostics from the left-hand menu to access the application. Techline Connect will pull data from the vehicle and launch Guided Diagnostics in a new browser window.

TIP: The very first time a user launches Guided Diagnostics, it will take some extra time to build directories for the user. Techline Connect will open a new tab in a browser window, but the screen will remain blank. After an extended period (5+ minutes), users may think the tool has become unresponsive but Guided Diagnostics will launch once the directories are completed.

It will list all current and history DTCs. Current DTCs can be selected for diagnosis. It's recommended to select all DTCs, click Diagnose, and let the application do the work to determine the



Select all DTCs for the most accurate diagnosis.

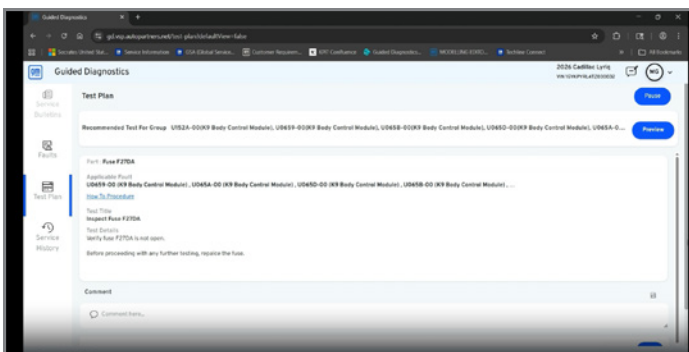
best diagnostic path. This saves time and creates a more accurate diagnosis as all faults are considered.

The application will recognize and group related DTCs and test them in a single diagnostic procedure. At any time, technicians can ungroup any DTCs and test them separately.

Next, a test plan will show the recommended steps to follow with clear instructions. Additional details can be displayed by clicking the Preview button.

Simple “yes” and “no” answers help guide technicians through the test plan.

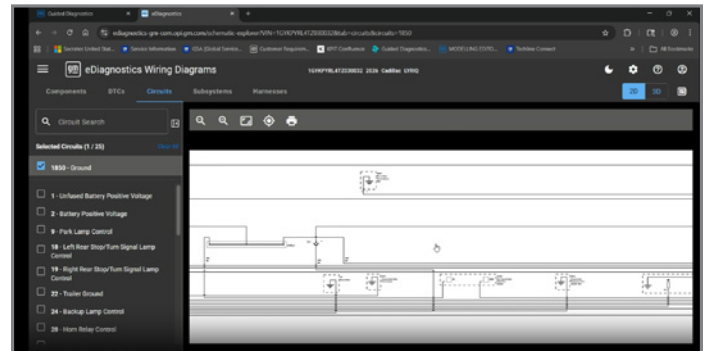
How-to procedure links also are provided with additional information about various test procedures in the Service Information.



Recommended test plan

RENDERED SCHEMATICS

When viewing a Guided Diagnostics test card, a Wiring Diagram link may be available to Rendered Schematics for wiring diagram details related to the test being performed. Rendered Schematics replace static, document-based wiring information with dynamic, VIN-specific diagrams tailored to the exact vehicle configuration,



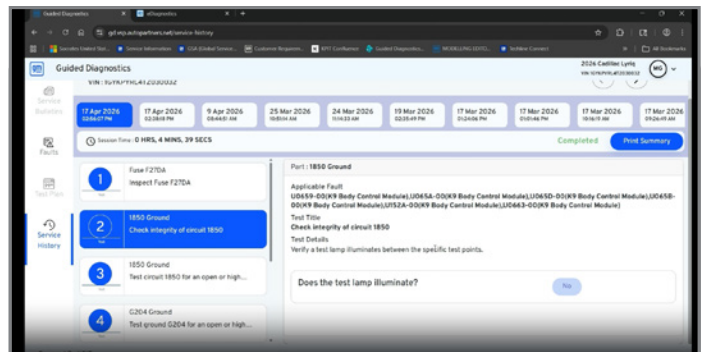
Rendered schematic

making it easier to understand circuits, connectors, component relationships and harness routing.ematic

Rendered Schematics are available to all GM dealerships (U.S. and Canada) on 2025 Blazer EV, Equinox, Terrain; 2025-2026 Equinox EV, Tahoe, Suburban, Yukon, Escalade, LYRIQ; and 2027 Bolt.

Each Guided Diagnostic session is saved for the VIN and can be reviewed during future repairs. The documented repair process also can be helpful for warranty claims.

Technicians are encouraged to provide feedback on the guided test plans as well as application features using the Feedback button in the upper right of the screen.



Saved Guided Diagnostic sessions

By moving from static documents toward intelligent, data-focused diagnostics, these applications are the first in an enhanced GM service ecosystem featuring modernized technician tools, responsive, cloud-based service applications and connected diagnostics that are designed to improve problem-solving, reduce complexity, and enable a better repair experience across the dealer network.

► Thanks to Chris Henley



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 June 24, 2026.

WEEKLY ISSUES

1. Incorrect Radio Listed in EPC for IVD Radio on 2024-2025 Silverado EV

The Electronic Parts Catalog (EPC) is directing dealers to order PN 86295933, which is not a compatible IVD radio with the MY24 and MY25 Silverado EV.

The compatible part number is 86295936. However, there is not any current stock of these parts. GM is working to replenish the stock, but there is not an ETA currently of when these parts will be available.

2. EPC Showing Incorrect Radio Hardware for 2025 Blazer EV with IVD Radio

Users report that the Electronic Parts Catalog (EPC) is directing to an incompatible part for the 2025 Blazer EV with the IVD radio.

PN 85852385 is not compatible with the 2025 Blazer EV. Please order PN 85791702 instead.

GM is working on correcting the EPC to show the correct hardware.

Note: If you are unable to place an order for PN 85791702, please reach out to Service Parts Assistance Center (SPAC).

3. 2021 Tahoe, Suburban, Yukon, Escalade, Corvette, Envision, CT4, CT5 Unable to Complete SDAC – #PIT6507

There is currently a known issue affecting some 2021 vehicles where the SDAC (Serial Data Authentication Configuration) may fail. The radio, IPC, or Telematics (OnStar) modules 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. Refer to #PIT6507 for more information, including affected vehicles.

Engineering is aware of this concern and working on a permanent resolution.

4. 9G8 (DRL/AHL Disable), SK4 (Engine Idle Timeout), UTQ (Content Theft), BCN (Retail Locking) and 6N6 (Rear Window Disable) Not Yet Available on 2026 Vehicles

Calibrations for RPOs 9G8, SK4, UTQ, BCN 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.

COMMON ISSUES AND HELPFUL INFORMATION

1. 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 is actively investigating.

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

2. 2000-2010 Saturn (Any Model) or Pontiac Solstice Experiencing Issues in Techline Connect

There is currently a known issue with nearly all model year Saturn vehicles and the Pontiac Solstice where various issues may occur

CONTINUED ON PAGE 5

in Techline Connect, including E-6223, E-4399 on PCM/BCM, vehicle stuck in Park after programming ECM/TCM modules, or the vehicle thinking it is Manual when it is Automatic. Please reach out to TCSC with any programming issues.

3. 2019-2021 Trax IPC Programming Issue

GM is aware of an issue affecting 2019-2021 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.

4. 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 and ECM VIN Write 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.

Additionally, the VIN may not write on a replacement ECM successful programming events.

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

6. 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.

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.
- 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.

8. 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

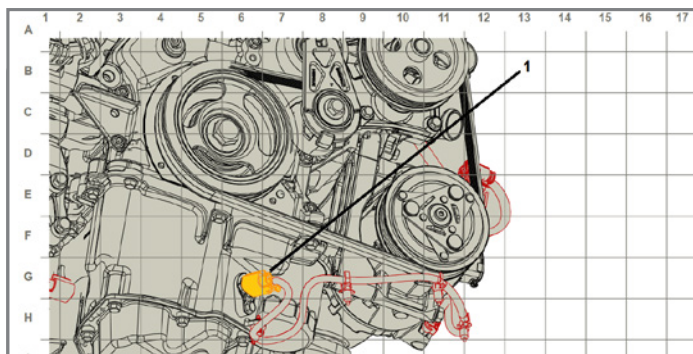
- U.S. ONLY: Assistance can be provided by using the CX Connect portal in Global Connect. If additional support is needed once the CX Connect case is created, contact TCSC at 1-800-828-6860. For U.S. only, a case is required for phone support.
- Canada: Contact TCSC at 1-800-828-6860 (English) or 1-800-503-3222 (French).
- All other regions: Contact your regional Technical Assistance team for Global Techline Support.

► Thanks to the Techline team



Oil Pan Wiring Harness Diagnostic Tips

Some 2023-2024 Equinox and Terrain models equipped with the 1.5L engine (RPO LSD) may have an illuminated Check Engine MIL and DTCs P0521 (Engine Oil Pressure Sensor Performance), P06DA (Engine Oil Pressure Control Solenoid Valve Control Circuit) and/or P06DD (Engine Oil Pressure Control Solenoid Valve Stuck Off) set in the Engine Control Module (ECM).



X111 (oil pan pass-through connector)

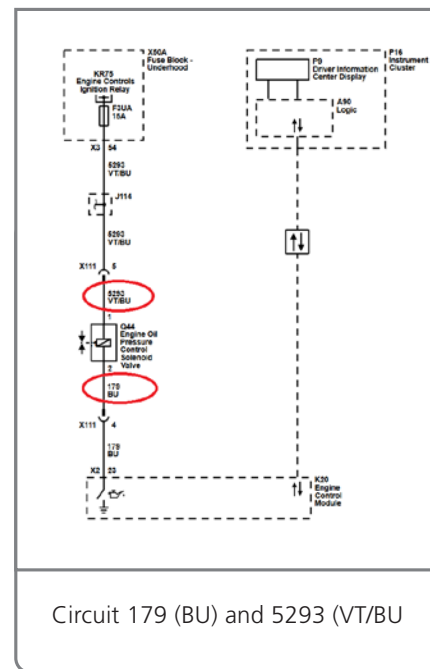
If these conditions are found, verify the oil level and condition. DTC P06DA indicates a circuit issue and DTC P06DD indicates that the oil pressure is higher than expected. An open circuit to the control valve can drive the oil pressure higher than expected.

Next, inspect the wiring harness from X111 (oil pan pass-through connector) and follow the harness through the series of zip ties toward the frame underneath the air conditioning compressor. Open the harness and inspect the wiring at the zip tie areas using a tug test to check if the wire is broken inside the insulation.

On AWD models, circuit 179 (BU) and 5293 (VT/BU) have been known to separate internally due to engine movement and the clamp load of the zip ties. Make any wiring repairs as needed.

For more information, refer to #PIP6125.

► Thanks to Joe Cancialosi



Circuit 179 (BU) and 5293 (VT/BU)

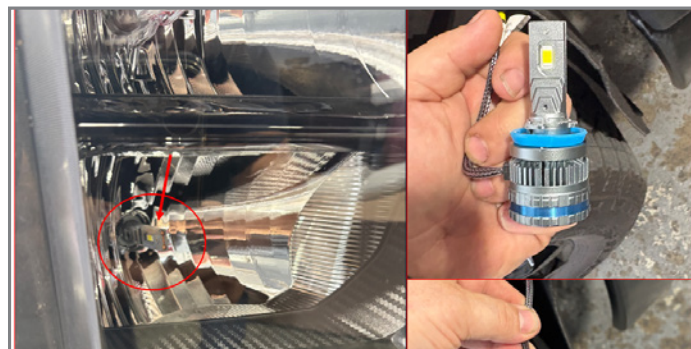
Aftermarket Lighting, Sensor Obstruction May Cause False Front Park Assist Alerts

The front Park Assist system may issue false alerts on the Driver Information Center on some 2023-2026 Silverado 1500, Sierra 1500; 2024-2026 Silverado 2500HD/3500HD and Sierra 2500HD/3500HD trucks when there are not any objects present in front of the vehicle. No related DTCs will be set.

In many cases, a false alert may be caused by the sensors being obstructed by mud, dirt, snow, ice, or slush.

AFTERMARKET LIGHTING

Several recent cases have shown aftermarket LED lighting, including headlights, parking lights and similar components, also may affect the operation of the Park Assist system.



Example of aftermarket LED lighting



A sensor obstructed by mud on the bumper may cause a false alert.

Before replacing any components or performing indepth diagnostics, inspect the vehicle for aftermarket LED lighting. If any aftermarket LED bulbs are present (headlights, parking lights, turn-signal lights, etc.), reinstall the original factory bulbs and evaluate the system's operation.

For more information, refer to #PIT6531.

SENSOR INSTALLATION

On some vehicles, unwanted or false alerts may result from burrs or excessive paint at the sensor openings in the bumper or

incorrectly installed isolator rings on the sensors. If an issue exists with the way the Park Assist sensor and/or bezel is mounted or painted, the sensor can ground out or be squeezed and pick up normal vehicle vibrations. These normal vibrations, which would not ordinarily be picked up by the sensor when properly mounted and isolated from the vehicle, could be interpreted by the Park Assist sensor as an object. Since the sensor is working normally, there will not be any DTCs set.



Silicone ring not properly installed.

Service Door Latch Message and Child Safety Lock Condition

A Service Door Latch System message may be shown on the Driver Information Center (DIC) of some 2025-2026 Tahoe, Suburban, Yukon and Escalade models. In addition, the rear child door lock safety feature may be out of sync or mismatched between the left and right rear doors, resulting in malfunctioning locks. This condition may or may not continue over key cycles.



The rear child door lock safety feature may be out of sync.

TIP: On some 2025 Yukon models built before February 24, 2025, the Service Door Latch System message also will cause the Child Safety Lock On/Off buttons to be inoperative due to a calibration issue. Reprogram the A11 Radio for this condition with the latest USB and SPS calibrations available in Techline Connect/Service Programming System. The updated calibrations will enable the Child Safety Lock On/Off buttons during an error condition.



Go to Controls > See More Controls > Doors & Windows < Child Safety Locks > On and Off.

On all models, the Body Control Module (BCM) should be reprogrammed with the latest calibrations listed in SPS.

After reprogramming the BCM, try to resync the rear door child safety locks by first opening all doors, leaving them open, and then cycling the child safety locks on/off using the controls on the infotainment screen. Go to Controls > See More Controls > Doors & Windows < Child Safety Locks > On and Off.

TIP: There are two different menus on the infotainment screen where the child safety locks can be cycled on and off. The locks must be cycled from the screen shown above or it will not cycle the child safety lock actuators, which will be shown grayed out

Turning the child safety locks on/off will cycle the rear door child safety lock actuators and, if out of sync, will bring them back into sync with each other and clear the DIC message.

CHILD SAFETY LOCK SYNCHRONIZATION

If cycling the child safety locks resolves the concern, advise the customer that the condition may have occurred if the child safety locks were turned on or off while someone in the rear seat was pulling on the interior door handle. Performing both actions at the same time can cause the system to go out of sync. If this condition occurs again, fully release both rear interior door handles and then cycle the child safety locks off and on again using the infotainment screen control to restore proper synchronization.

If cycling the child safety locks does not correct the condition, check to see if both locks are synced together. Using GDS2, view BCM > Data Display > Vehicle Access Data and monitor the following two parameters: Right Rear Child Security Lock - Lock Command and Left Rear Child Security Lock - Lock Command.

OUT OF SYNC LOCKS

Some reasons that the rear child safety locks may not be synced with each other include:

- The child safety lock feature may not function properly and go out of sync if there is preload on the door latch caused by the inside door handle or cable. This preload can result from an improperly installed, binding, or kinked inside door handle

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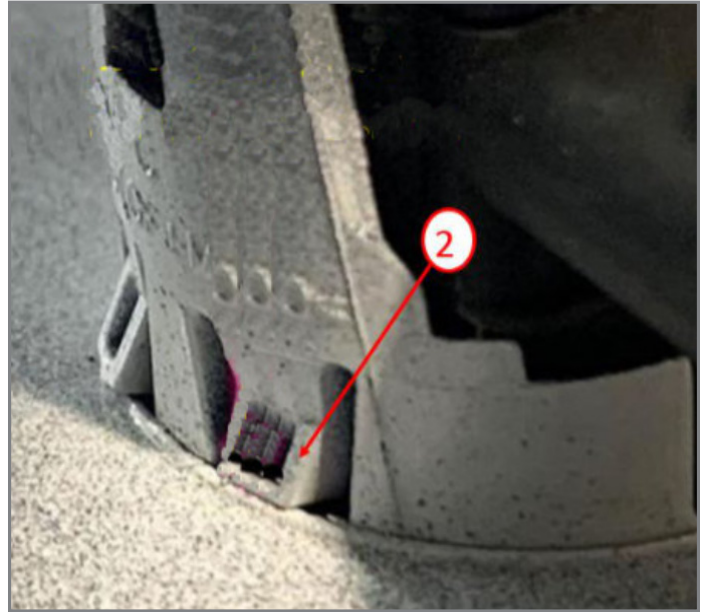
FRONT PARK ASSIST ALERTS, FROM PAGE 7

Perform a visual inspection of the Park Assist sensor(s) and bezel(s). Look for any stone chips, dents, paint chips, damage, etc., as well as any issues with the installation of the silicone ring. If any issues are found, repair as necessary.

In addition, check that the Park Assist sensor bezel(s) are properly mounted in the bumper hole. If the bezel is not properly mounted, it can lead to a sensor grounding out or the sensor getting squeezed. The bezel has four locking tabs that secure the bezel to the bumper. Ensure all four mounting tabs are fully engaged.

Refer to Bulletin #22-NA-068 for more information, including several conditions that may prevent the bezel mounting tabs from fully engaging.

► Thanks to Jim Will



Mounting tab not fully engaged.

SERVICE DOOR LATCH, FROM PAGE 8

cable, or from the inside handle being pulled, creating slight tension on the latch. Even a minimal amount of preload may prevent the child safety lock from engaging or disengaging when cycled. To ensure there is no preload on the door latch from the cable, remove the interior door panel on the affected door and disconnect the door latch cable from the inside door handle. While the cable is disconnected, turn the child safety locks on and off as outlined above to restore proper synchronization. If this resolves the concern, reconnect the inside door handle cable, ensuring it is correctly routed, free of kinks or binding, and properly connected and fully seated to the handle assembly.

- An issue with the feedback circuits 3269 or 3268 (see example Doc ID 6614043 in the appropriate Service Information).
- A fault with the child safety lock actuator circuits 3266, 2679, 2680 (see example Doc ID 6614044 in the appropriate Service Information).

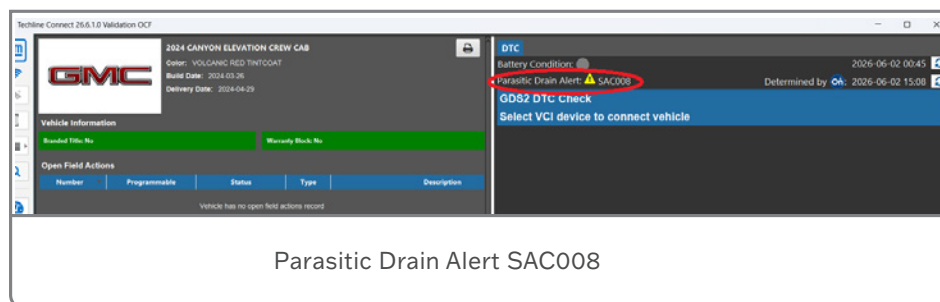
After the fault is found and corrected, cycle the child safety lock feature on and off to resync and clear the service door latch message.

For more information, review normal Service Information diagnostics for Power Door Child Lock Malfunction and #PIT6288.

► Thanks to Mark Shearer

Latest Techline Connect Update Adds Proactive Alert for Parasitic Drains to Dashboard

The latest Techline Connect update, released on June 15, 2026, includes an enhancement to the dashboard view showing a new Proactive Alert for potential parasitic drains.



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.

In addition to the new Parasitic Drain Alert, the vehicle's battery condition also is displayed on the Techline Connect dashboard. Battery Condition will display battery health information for the selected vehicle if supported by OnStar service. The battery status will be indicated by green

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. If an excessive amount of battery capacity was drawn from the 12V battery while the vehicle was in Off mode, Proactive Alert SAC008 (Severe Drain Detected on 12V Battery) will be set and shown on the dashboard.

The scan tool can be used to select Vehicle Diagnostics > Vehicle Proactive Alerts to read all the Proactive Alert Identifiers on the vehicle. To find the Service Information procedures, search for the specific Proactive Alert Identifier, such as SAC008.

(good battery), red (bad battery), yellow (further diagnosis required), or grey (insufficient information) icons at the top of the Techline Connect dashboard.

The Techline Connect update will download and install automatically upon logging in to Techline Connect with proper administrative rights. 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."

► Thanks to Chris Henley



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