TECH LINK

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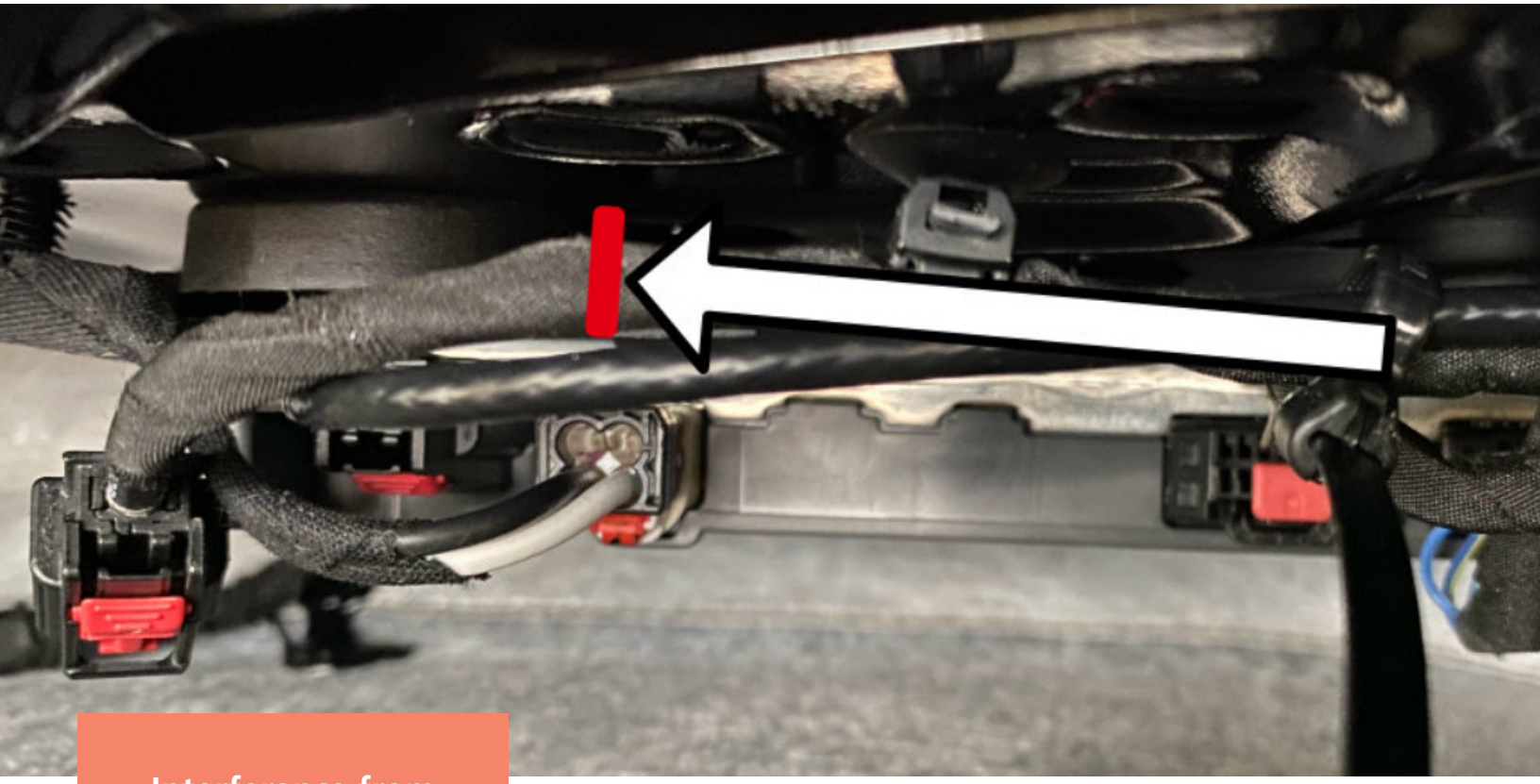
Ethernet Cable Overlay for Telematic Control Module Interference



Interference from the Telematic Control Module may be due to an intermittent grounding issue from the X7 connector on the Ethernet cable.

Becoming a World Class Technician – New Certification Requirements Coming in 2028

see page 8

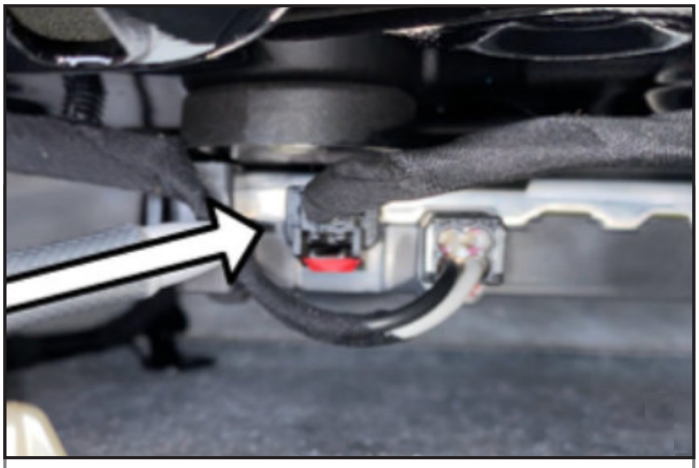
Ethernet Cable Overlay for Telematic Control Module Interference

The low tire pressure MIL may be illuminated along with a message on the Driver Information Center on some 2024-2026 Acadia, Traverse; and 2025-2026 Enclave models. In addition, the tire pressure learn procedure may not be able to be completed for one or both of the front tires. DTCs C1171 (Tire Pressure Monitoring Sensor = Left Front Internal Electronic Failure), C1172 (Tire Pressure Monitoring Sensor = Right Front Internal Electronic Failure), C1173 (Tire Pressure Monitoring Sensor = Left Rear Internal Electronic Failure), and/or C1174 (Tire Pressure Monitoring Sensor = Right Rear Internal Electronic Failure) also may be set.

These conditions may be caused by interference from the Telematic Control Module (OnStar module) due to an intermittent grounding issue from the X7 connector on the Ethernet cable. To correct these conditions, replace the Ethernet cable with a cable overlay.

TIP: If only DTCs for the rear tire pressure monitors are setting, it is a separate issue not related to this condition.

Remote key fob-related issues also may be present when accompanied by one or more of the DTCs listed above. If intermittent key fob issues are present along with Tire Pressure Monitor (TPM) codes, it is possible the new overlay will resolve the fob concerns too.



Telematic Control Module (OnStar module)

TPM RELEARN

If the TPM sensors for the front tires cannot be learned, lower the rear headliner trim panel. Do not remove the headliner trim panel. Disconnect the X7 connector from the Telematic Control Module and attempt to relearn the TPM sensors.

If the TPM sensors are able to learn, continue with the Ethernet cable replacement. Otherwise, follow the appropriate Service Information procedures.

ACCESS THE CABLE

To access the Ethernet cable, it will be necessary to remove or loosen several interior trim pieces, including the Rear Compartment Floor Stowage Compartment Divider, Right-Hand Front and Rear Side Door Sill Garnish Molding, the Center Pillar Lower Trim Panel, Right-Hand Quarter Upper and Lower Rear Trim Panel and Left-Hand Quarter Upper Trim Panel. Refer to the appropriate Service Information for each component.

At the lower right side of the front passenger compartment, disconnect the X205 Ethernet cable connector.

Next, disconnect the X7 Ethernet cable connector from the Telematic Control Module in the headliner.

Remove the necessary interior trim pieces to access the Ethernet cable.

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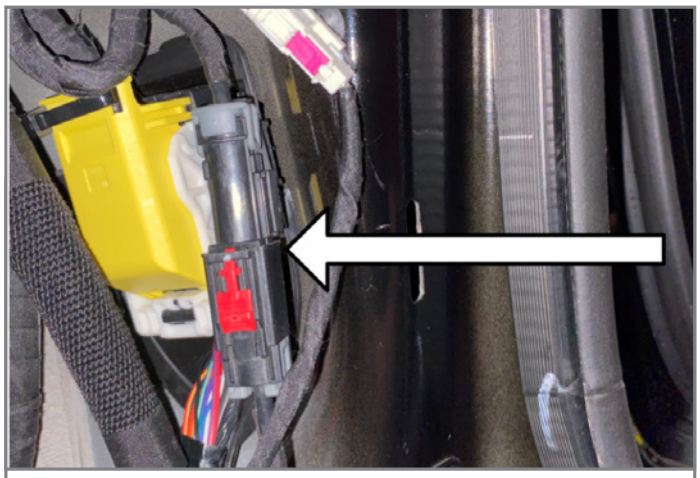
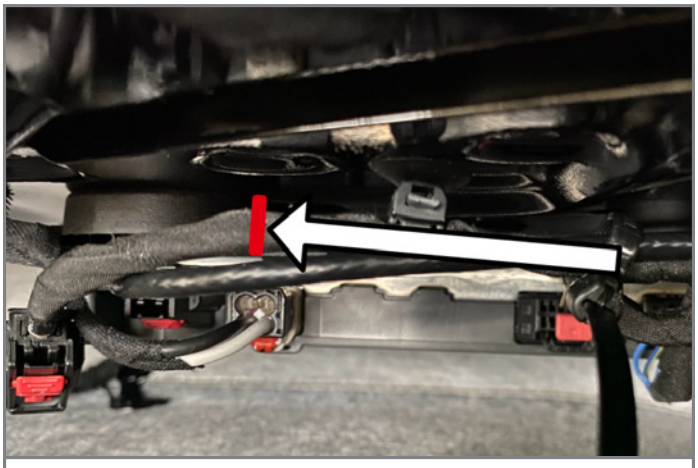


X205 connector

The existing Ethernet cable is bundled with the body wiring harness. The service Ethernet cable will be routed next to the body wiring harness. The terminals must be removed from the existing Ethernet cables to ensure they are not used in future repairs. Cut both ends off the existing Ethernet cable at X205 and X7 of the Telematic Control Module. Wrap PVC electrical tape around both ends of the cable. The unused cable can remain bundled with the body wiring harness.



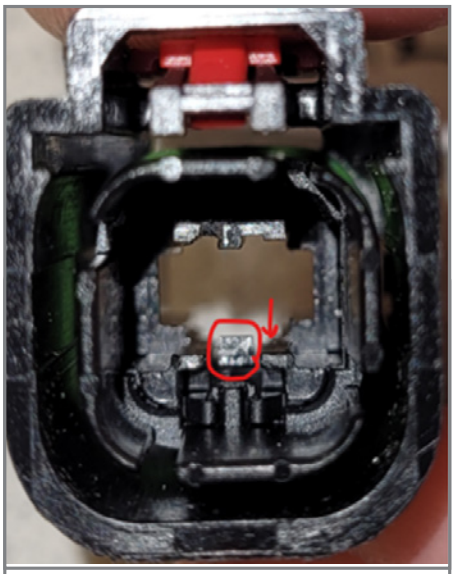
Cut both ends off the existing Ethernet cable at X205 and X7 (shown).

TRANSFER HOUSINGS

Transfer both terminal housings to the new Ethernet cable. The new cable will come without housings.

On the X205 housing, remove the rear clip and save it for the new cable.

The release tab on each terminal housing is difficult to see with the cable installed. Follow the middle ridge to the back of the housing where it locks onto the cable. Lightly press the tab to release the cable.



Release tab on the terminal housing

REPLACEMENT CABLE ROUTING

To route the new service Ethernet cable, start at X205 and follow the body wiring harness back toward the Telematic Control Module. Use extreme care when handling the new service Ethernet cable. Avoid kinks, sharp bends, pinch points and excessive wire tie tightness.

CONTINUED ON PAGE 4

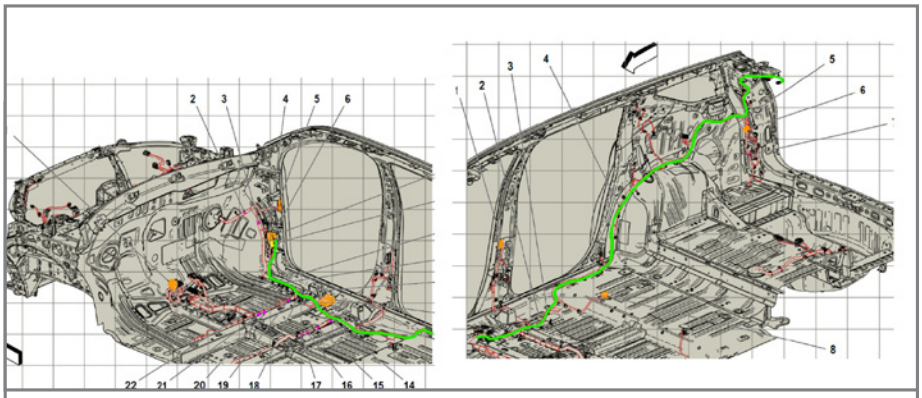
The replacement Ethernet cable routing is shown in green.

While routing the cable, be sure to leave plenty of slack so that the cable will not pull on the X7 connector at the Telematic Control Module. Make a small loop to remove some of the excess cable and secure with a wire tie near the Rear HVAC area. This extra cable can be used if there is not an adequate slack in the cable when connecting to the X7 connector.

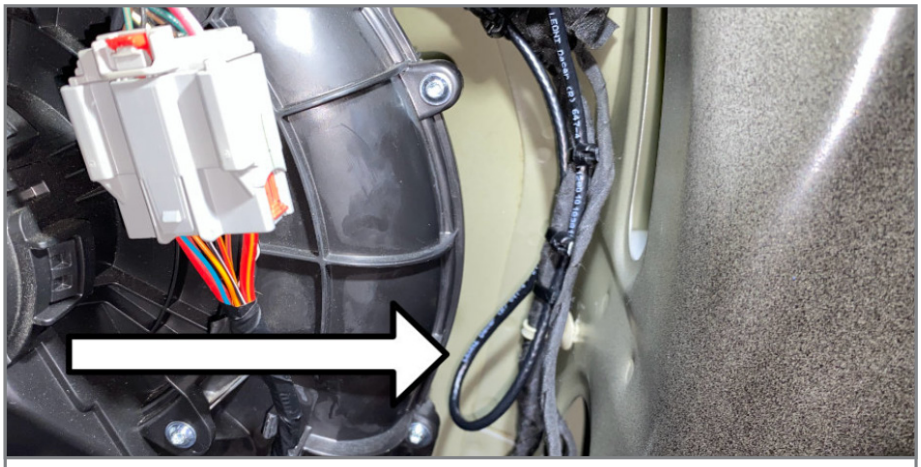
Once the replacement cable is routed, connect to X7 of the Telematic Control Module. Secure the replacement cable to the body wiring harness with wire ties as needed to ensure the replacement cable does not move or rattle.

For complete details on accessing the cable, transferring the housings, and routing the replacement cable, refer to Bulletin #24-NA-166.

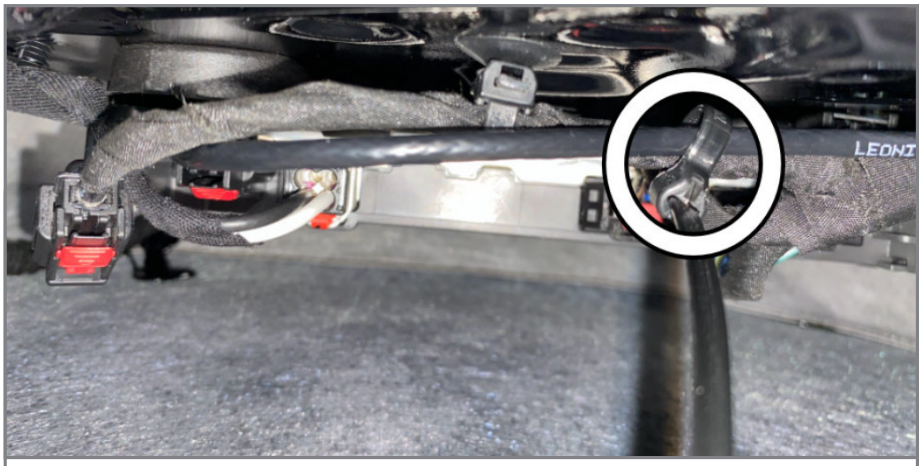
Thanks to Jessica Thoma



Replacement Ethernet cable routing



Make a loop in the cable for extra slack if needed.



Add a wire tie around the old cable harness and the new replacement cable.

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 August 27, 2026.

WEEKLY ISSUES

1. NEW – Immobilizer Learn "Next" Button may be Grayed
1. NEW – Starting August 26, 2026, a case number will now be required to contact the Technical Assistance Center (TAC) and Techline (TCSC) teams for phone support.

U.S. dealerships will be required to enter their case number when calling in before they are connected. To create a case, navigate to CX Connect through Global Connect.

2. NEW – GCUS Article: 22795 - Service Programming System (SPS) Delta Programming - New Selection

On August 24, 2026, there was an update to SPS in Techline Connect (TLC). The update changes how a technician programs certain radios in SPS. This change is an additional selection called "Delta Programming" and is being made to simplify programming by reducing steps and eliminating the USB drive requirement. For now the original selections will also remain in place. This will also be available in Vehicle Wide Programming (VWP) to further streamline the process.

At this point, the option will only be available on MY2026 T1 SUVs for IVD and IVE radios. More vehicle platforms and radios will be added in the future. Please refer to SI for updated programming instructions for these vehicles.

3. 2019-2022 Trax Replacement IPC Programming Fails E-4491 – #PIC6659

There is now a resolution for 2019-2022 Trax models failing replacement IPC programming with E-4491 errors (commonly: x, B0, 85) The current fix is to have the dealership order a pre-reprogrammed cluster from Specmo and then run the IPC set-up procedure in SPS2 when the cluster is received.

Please refer to #PIC6659 (Document ID: 7200717) for more information.

4. Immobilizer Learn "Next" Button may be Grayed Out during SPS2 Programming

Users report when performing the Z1 Immobilizer Learn, the "next" button may be grayed out and they are unable to proceed with the learn. This can occur with any vehicle

If you are experiencing this issue, please contact TCSC. Note: TCSC contact instructions are at the bottom of this document.

5. K73 OnStar/Telematics Module E-4393 Programming

Users may receive E-4393 programming errors when programming K73 OnStar/Telematics Module - Delta Programming. This error may occur on any vehicle.

If you are experiencing this issue, please contact TCSC. Note: TCSC contact instructions are at the bottom of this document.

6. K299 Audio/Video Interface Rear Module E-4393 Programming Error on 2026 T1 SUVs

Users may receive E-4393 programming errors when programming the K299 Audio Video Interface Rear Module – Rear Module Delta (Step 2). If you encounter this error when programming, select the Do Not Use – Unsupported Function option for this module to successfully complete programming.

7. 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.

CONTINUED ON PAGE 6

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.

8. 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 the dealership's Regional Operations Manager.

9. 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 Telematic (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.

10. 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. 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.

2. UPDATED – 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", and capital I and lowercase L are not confused.
- There are not any typos, extra characters, or spaces.

CONTINUED ON PAGE 7

If the TUN/PUN is correct, open a case with TCSC and attach a clear picture of the replacement TUN/PUN. TCSC will require this 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 a picture of the TUN number.

If you are working on #N242454440-02 - Momentary Rear Wheel Lock-Up and no parts have been replaced, please contact TCSC. Note: TCSC contact instructions are at the bottom of this document.

3. 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 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.

4. 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.

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. Front View Camera Programming or Camera Learn Issues – 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

Becoming a World Class Technician – New Certification Requirements Coming in 2028

For more than two decades, GM World Class Technician (WCT) status has been the highest recognition a GM service technician can earn. Established in 2004, the program recognizes technicians who have demonstrated a mastery of all vehicle systems. Coming in 2028, the program will implement several changes to address the latest advancements in the automotive industry.

Technicians have the opportunity to become World Class Technicians in the Mechanical curriculum through the GM Service Technical College (STC) and ASE training programs. Technicians achieve their WCT status after satisfying the training requirements and earning the necessary certifications, which includes obtaining Master Technician Certification (MTC) in select areas.

WHY THE CHANGE NOW

The automotive industry looks nothing like it did in 2004. Back then, diesel engines were often found only in large trucks. In the years since, diesel powertrains have spread across the GM lineup — driving a demand for diesel training.

Electric vehicles have unfolded in a similar way. EVs were not part of the original training requirements. But today, Chevrolet is the #2 EV brand in the U.S.

Elevating the technical requirements of the program keeps World Class status aligned with the vehicles that technicians are actually repairing in the dealership and helps position them for what's coming next.

CURRENT REQUIREMENTS

THROUGH 2027

Technicians achieve WCT status when they successfully complete eight of nine Master Technician Certifications in the Mechanical area, along with the accompanying ASE Certifications. Technicians can choose to complete either Gasoline Engine Performance or Diesel Engine Performance along with seven mechanical-related certifications.

CONTINUED ON PAGE 9

Current Master Certifications include:

- Engine Repair
- Electrical
- HVAC
- Brakes
- Steering/Suspension
- Automatic Transmission
- Manual Transmission/Drivetrain
- Diesel Engine Performance or Gasoline Engine Performance

NEW REQUIREMENTS IN 2028

Starting in 2028, technicians will be required to have 10 of 10 Master Certifications, which will include:

- Engine Repair
- Electrical
- HVAC
- Brakes
- Steering/Suspension
- Automatic Transmission
- Manual Transmission/Drivetrain
- Engine Performance
- Diesel Engine Performance
- Advanced Technology Vehicle (EV)

MEETING THE REQUIREMENTS

Of the 2,545 service technicians currently holding GM World Class Technician status, 561 already meet the new requirements. Technicians who do not meet the requirements will have until January 1, 2028, to complete the necessary training.

Planning is already in place to meet the training demands expected in the three new certifications, including supporting prerequisite courses for EV and diesel courses.

TIMELINES

The timeline for implementing the new requirements is:

- December 31, 2027 – Current WCT requirements end
- January 1, 2028 – New WCT requirements begin
- March 31, 2028 – Technician Excellence new requirement deadline (All impacted 2028 incentive programs will be updated prior to their annual enrollment periods.)
- December 31, 2028 – Grace period ends

WHAT'S NEXT

Training capacity is being expanded ahead of the deadline. Technicians should review their certification record and compare it against the new 10-of-10 list to identify any gaps — most commonly Advanced Technology Vehicle and Diesel Engine Performance — and plan ahead to complete the required courses to earn or maintain World Class Technician status.

Look for more information to be released about the WCT changes as well as other technical training announcements as the deadlines draw near.

Thanks to David Piper

Control Module Reprogramming Selection Now Required in SPS

The latest Service Programming System (SPS) update in Techline Connect features a new option when selecting the SPS programming type. This new requirement is designed to help reduce errors — as well as the significant amounts of time and costs involved when corrections are necessary — caused by the incorrect programming type being selected during programming.

Previously, the SPS selection defaulted to Reprogram when programming a module – whether it was the current module that required only reprogramming or a new module that had been installed.

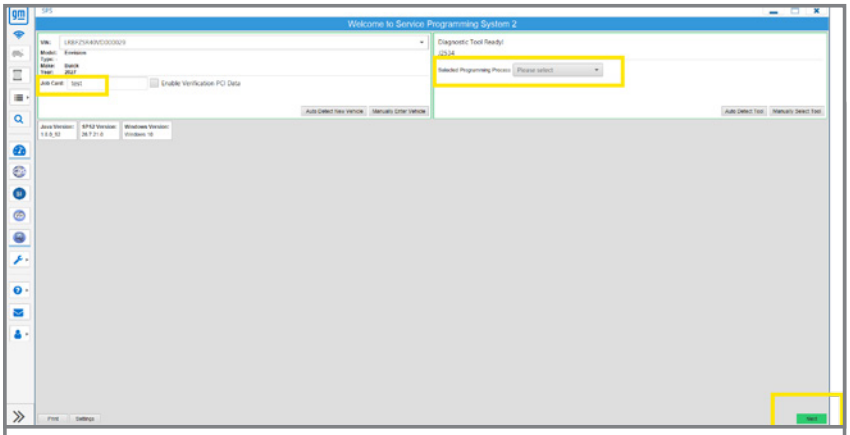
After the SPS update, to program a control module, one of the following options must be selected:

- If only reprogramming the module in the vehicle, select Reprogram.
- If the module has been replaced with a new module, select Replace and Reprogram.

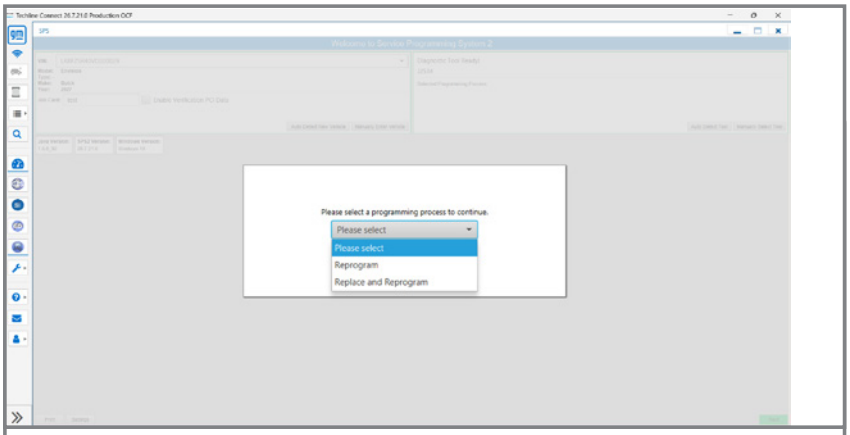
Going forward, technicians will be prompted to make the appropriate selection while programming a control module.

If you have questions regarding SPS programming, open a case with the Techline Customer Support Center (TCSC) using CX Connect. If additional support is needed, contact TCSC at 1-800-828-6860. Please have the case number available when calling.

Thanks to Chris Henley



SPS programming selection is now required.

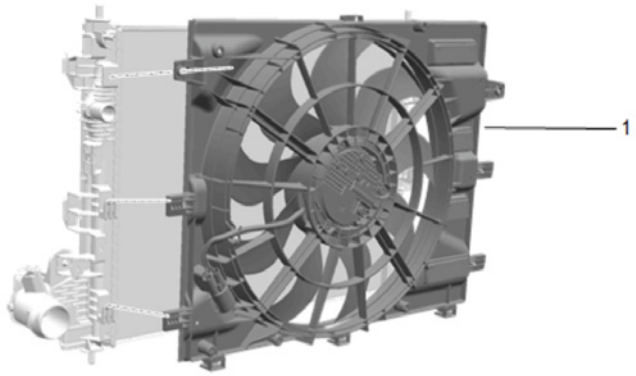


Selecting a programming process is now a new step in SPS.

Inoperative Engine Cooling Fan

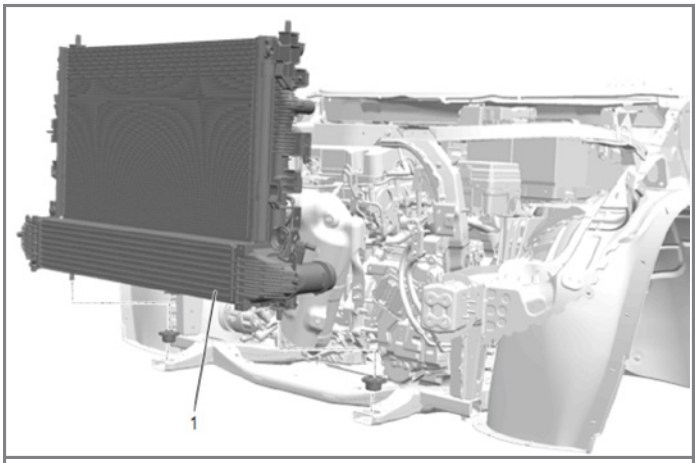
Some 2024-2026 Equinox and Terrain models may exhibit several engine cooling and air conditioning issues, including engine overheating, an inoperative cooling fan and inoperative air conditioning. DTC P0494 (Cooling Fan Speed Too Low) also may be set in the Engine Control Module (ECM)

The 1.5L engine (RPO LSD) uses an engine cooling fan system that is composed of an electric cooling fan and an integral cooling fan control module. Inputs received by the ECM that affect cooling fan operation and fan speed include engine coolant temperature, engine oil temperature, transmission fluid temperature and A/C pressure. Cooling fan speed is affected by many different conditions and the ECM will adjust the duty cycle from 0–100 percent based on cooling system requirements.



Engine coolant fan

If the engine cooling and A/C issues are present, there may be an internal cooling fan failure. Replace the G10 Cooling Fan Motor with the latest part number, which has an internal update.



Charge Air Cooler, Condenser, Fan Motor and Radiator Assembly

Refer to Engine Coolant Fan Replacement in the appropriate Service Information. The cooling fan is located on the rear of the Charge Air Cooler, Condenser, Fan Motor and Radiator Assembly.

For more information, including part numbers, refer to Bulletin #26-NA-210.

▶ Thanks to Rob Smith

TECHLINK

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