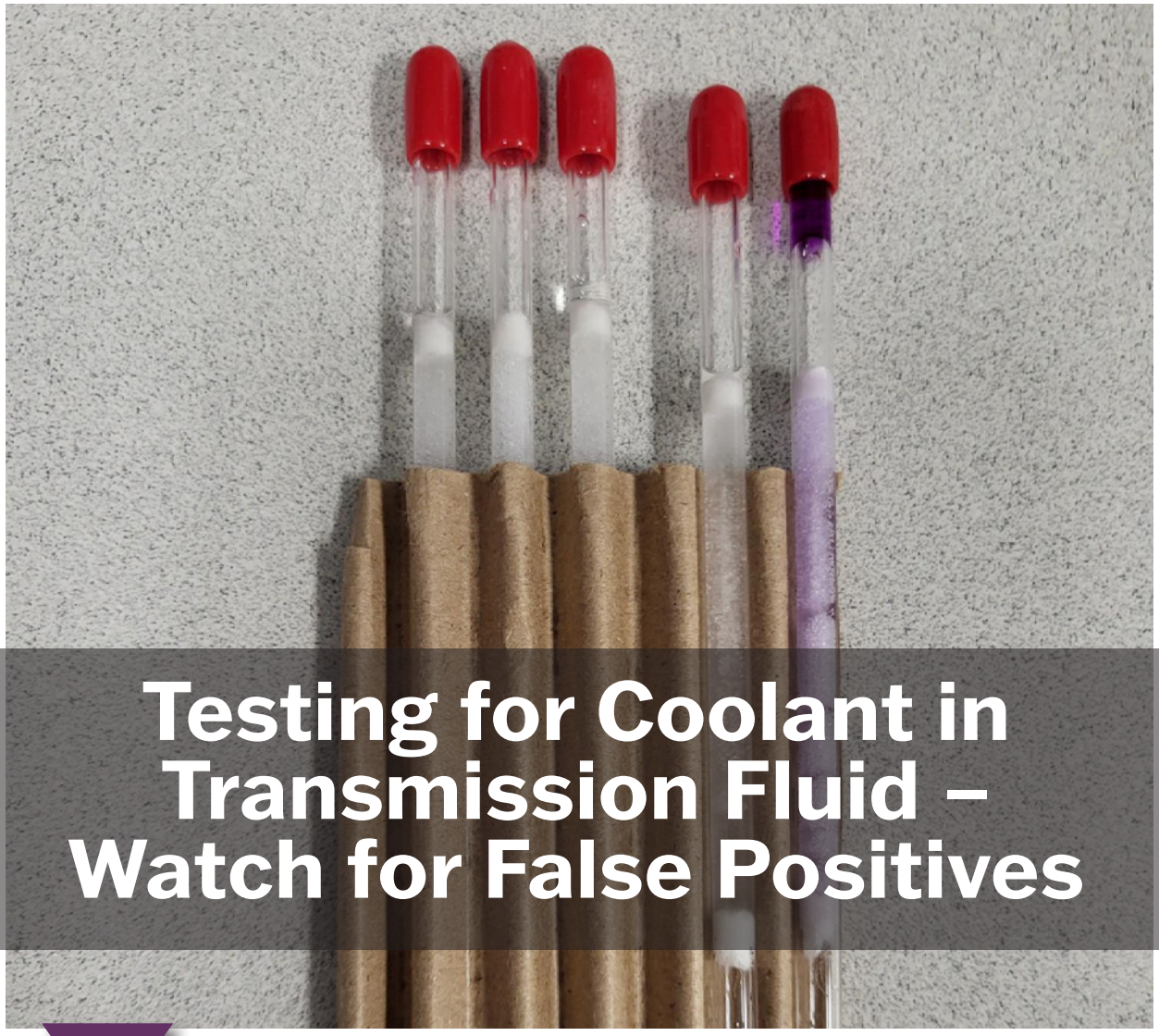
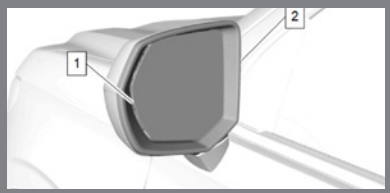
TECH LINK

Mid-September 2026, Volume 28, No. 18



Testing for Coolant in Transmission Fluid – Watch for False Positives

Ethylene glycol from coolant in automatic transmission fluid can be harmful to internal transmission components and affect reliability and durability



Removing the Mirror Glass During Rearview Mirror Housing Cover Installation

see page 12

Testing for Coolant in Transmission Fluid – Watch for False Positives 2

TCSC Top Issues This Week 4

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Testing for Coolant in Transmission Fluid – Watch for False Positives

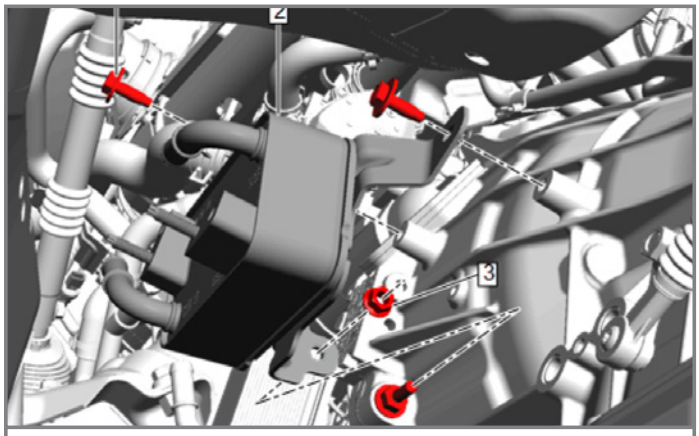
Ttransmission fluid (ATF) can be harmful to internal transmission components and affect the reliability and durability of these parts. Ethylene glycol in ATF will change the friction of the clutches, which may result in a shudder condition during engagement or gear changes, especially during torque converter clutch engagement.

TEST KITS

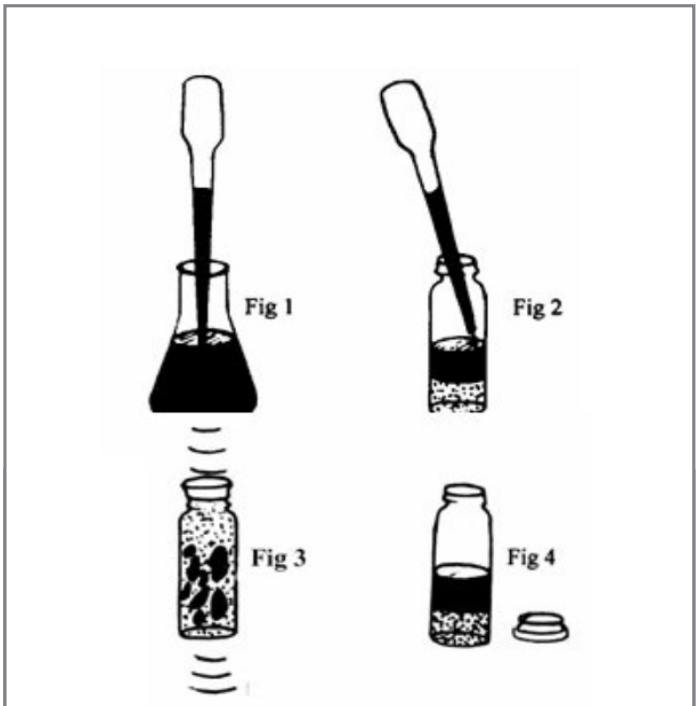
If ethylene glycol in the ATF from a leaking transmission oil cooler is suspected (with no evidence of cross-contamination in the coolant recovery reservoir) on 2027 and prior GM models, the Gly-Tek test kit — a simple test kit available from the Nelco Company — should be used to verify the presence of ethylene glycol in ATF. The Gly-Tek test does not detect water, only ethylene glycol. The test can be performed in less than five minutes, and the results can be determined within 15 minutes.

TIP: Refer to the instructions included with the test kit for complete details about properly performing the test. Follow all steps as outlined in the instructions to ensure an accurate result.

The Gly-Tek test kit can help make an accurate decision on the need for transmission oil cooler replacement. This can help to prevent customer comebacks if the transmission oil cooler is leaking or reduce repair expenses by avoiding transmission oil cooler replacement if the cooler is not leaking.



Transmission oil cooler



Add a sample of fluid to be tested to one of the small vials containing a pre-measured amount of activating solution.

The test involves adding a sample of fluid to be tested to one of the small vials in the kit containing a pre-measured amount of activating solution. After shaking the vial, wait a few seconds to allow the liquids to separate. Next, break off the ends of indicator tube and draw clear liquid into the tube using the suction bulb provided. Lay the tube on a flat surface. If ethylene glycol is present, the color of the liquid will change within 15 minutes.

Before using the kit, inspect the color and condition of the indicator tube. Bright sun or heat may damage the tubes in the kit and a pink or purple color may develop. If the silica sand in the tube is white and the tube is clear, the tube can be used for testing.

CONTINUED ON PAGE 3

NEGATIVE TEST

The test is negative if no color (other than the band described below) develops within 15 minutes.

Disregard any tan or brown color that may immediately develop in some tests just above, below, or in the felt plug at the lower end of the indicator tube. This band of color, up to 3/4 inches long, will not increase in length, but will gradually darken to brown or black-brown and could have a dark purple base.

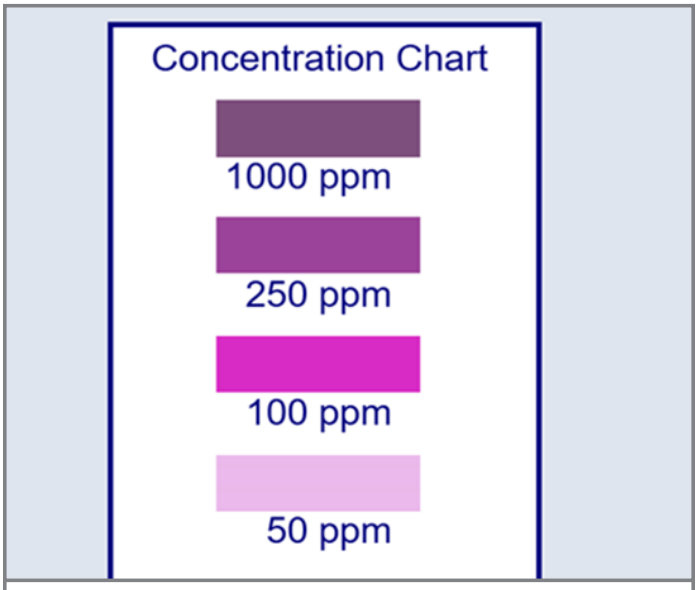


Discard any unused indicator tubes if a faint pink/purple color (see tube on right) is present before testing.

POSITIVE TEST

The test is positive if a faint pink color begins to develop at the base of the indicator tube. The developing pink color may begin within a few seconds or take several minutes. It will continue to lengthen and darken to pink or shades of purple, depending on the concentration of ethylene glycol present.

In higher concentrations, the color will develop faster, become darker, and the length of color in the tube will be longer. Weaker concentrations will take longer to develop, will be a lighter color, and the length of color in the tube will be shorter. Compare the color developed after 15 minutes with the color chart.



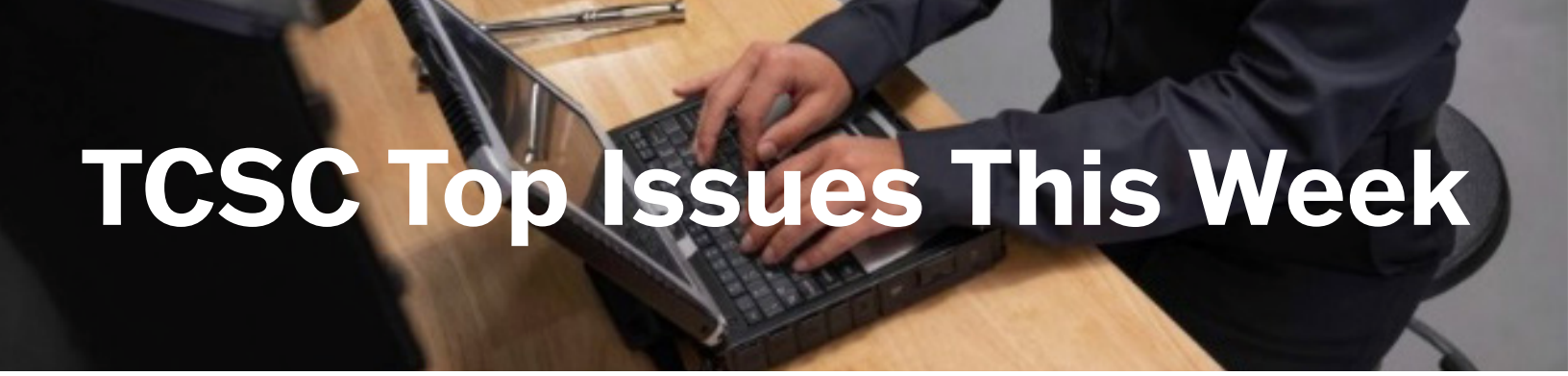
Compare the color developed after 15 minutes with the color chart.

Occasionally, overheating or freezing in shipping may cause a faint pink color to develop in the plug in one end of the indicator tube. This color will be eliminated in step 6 of the instructions. Attach the suction bulb to the end of the indicator tube opposite from the pink plug, and then as the excess liquid is squeezed out, the pink color will disappear.

If ethylene glycol is found in the transmission, replace all rubber-type seals, composition-faced clutch plates and/or bands, nylon parts, the torque converter, stack plate heat exchanger, and thoroughly clean and rebuild the transmission using new gaskets and a new oil filter. Also thoroughly inspect the transmission oil cooler rubber hoses and lines as well as the engine cooling system and hoses. Clean and repair as necessary.

For more information, refxzr to Bulletin # 08-07-30-035L.

▶ Thanks to Mark Gordon



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 September 30, 2026.

WEEKLY ISSUES

1. Super Cruise Inoperative or Unavailable, DTC B1599 SYM86 – #PIC6663

#PIC6663 (Document ID: 7220269) has been released to address issues with Super Cruise caused by DTC B1599 set in the K124 Image Processing Module on 2027 LYRIQ and T1 SUV models. Please refer to the PI for more information.

2. 2019-2022 Trax Replacement IPC Programming Fails E-4491 – #PIC6659

There is now a resolution for any 2019-2022 Trax model 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.

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

Note: Please have the vehicle odometer and repair order documented.

3. 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.

4. 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.

5. 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.

6. UPDATED – 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. The ESC has now started receiving stock and the radio should be available to order from Parts Connect.

7. 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.

8. 2021 Tahoe, Suburban, Yukon, Escalade, Corvette, Envision, CT4, CT5 Unable to Complete SDAC – #PIT6507

There is currently a known issue affecting 2021 model year vehicles where the SDAC may fail. Radio, IPC, or Telematics (OnStar) modules may be the cause of these failures.

CONTINUED ON PAGE 5

DO NOT REPLACE THE MODULE. This is a known SPS issue and the current workaround is to reprogram the SDGM for the latest released calibrations and retry the programming event. If this does not resolve the issue, please refer to #PIT6507 for instructions on disconnecting the SDGM X3 connector and for more information on affected vehicles.

Note: The X3 connector is very delicate. Please handle it with care.

9. 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. 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.

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.

CONTINUED ON PAGE 6

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

Sunroof Headlining Trim Panel Rattle Sound

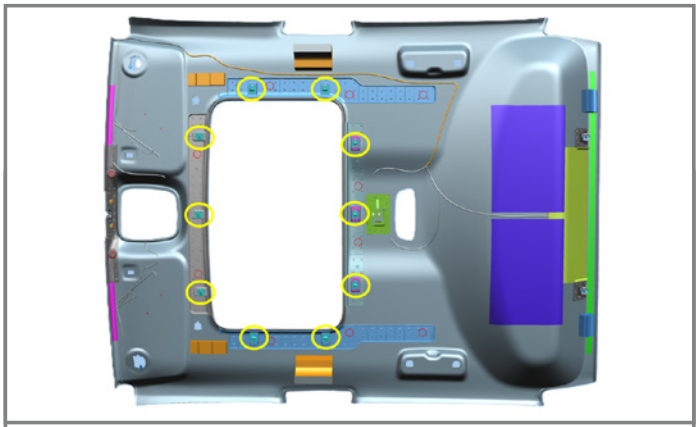
Some 2023-2026 Colorado and Canyon models equipped with a sunroof (RPO CAC) may have a rattle sound from the headlining trim panel. The squeak or rattle sound may be caused by missing or improperly installed retainer clips.

If there is a squeak or rattle sound present, check the headlining trim panel retainers for proper retention or a material compatibility issue. For an example of the rattle sound, see Bulletin #26-NA-231. The headlining trim panel retainers have been updated with a new design. Do not replace the headliner.

To replace the retainer clips with the new design parts, lower the headlining trim panel and remove any damaged or improperly installed clips. There are 10 clips surrounding the sunroof opening. Refer to Headlining Trim Panel Replacement (CAC) in the appropriate Service Information.



Sunroof headlining trim panel



10 clip locations around the sunroof opening

Seat each new retainer clip using firm, even hand pressure. An audible click should be heard when the clip is engaged.

Check that all 10 locations have a retainer clip present before reinstalling the headlining trim panel. With the new retainer clips installed, verify there are not any persisting squeaks or rattles from the headlining trim panel.

For more information, including part numbers, refer to Bulletin #26-NA-231.

▶ Thanks to Jonathan Johnson

BCM SERIES

Door Latch Actuators

The door latches, both conventional and electronic latches, on GM models are controlled by the Body Control Module (BCM). Understanding how the BCM drives door latch actuators — and how latch style, switch inputs and circuit configuration affect operation — can help shorten diagnostics and reduce unnecessary parts replacement.

Door Latch Actuators is the third topic in the TechLink series highlighting several of the related systems handled by the Body Control Module (BCM) on GM models built with the Vehicle Intelligence Platform (VIP). The goal of this series is to help improve understanding of the components operated by the BCM and reduce warranty claims and unnecessary component replacement.

The earlier systems in the series are the Keyless Entry System and Content Theft Deterrent.

COMPONENT BREAKDOWN

- Keyless Entry System
- Body Control Module
- Door Lock/Unlock Switches
- Side Door Latches (contain Release/Lock Actuators, Ajar/Open Switches, Lock Status Switches)
- Interior Door Handles
- Exterior Door Handles



LATCH SEQUENCE

Once the BCM receives a lock/unlock request from a door lock switch, Remote Keyless Entry transmitter (key fob), passive-entry system, or another vehicle function, it checks conditions such as vehicle state, door status, child security logic and command arbitration. It then energizes the appropriate half H-bridge polarities for a short period, and the latch motor moves the lock or release mechanism.

BASIC OPERATION

Proper operation of the door latch system requires smooth mechanical operation of all associated components. When diagnosing a concern with a door latch system, always perform a thorough visual inspection of the door latch and any associated cables/linkages. Look for any mechanical issues that may prevent proper operation of the latch prior to performing extensive electrical diagnosis.

The BCM determines and controls the door lock state through various inputs from the keyless entry system, theft deterrent system, interior door lock switches and door handle switches. Depending on the style of door latch, door lock state and the input commanded, the BCM energizes the appropriate half H-bridge polarities for a short period to command the appropriate lock or release actuator to perform the desired operation.

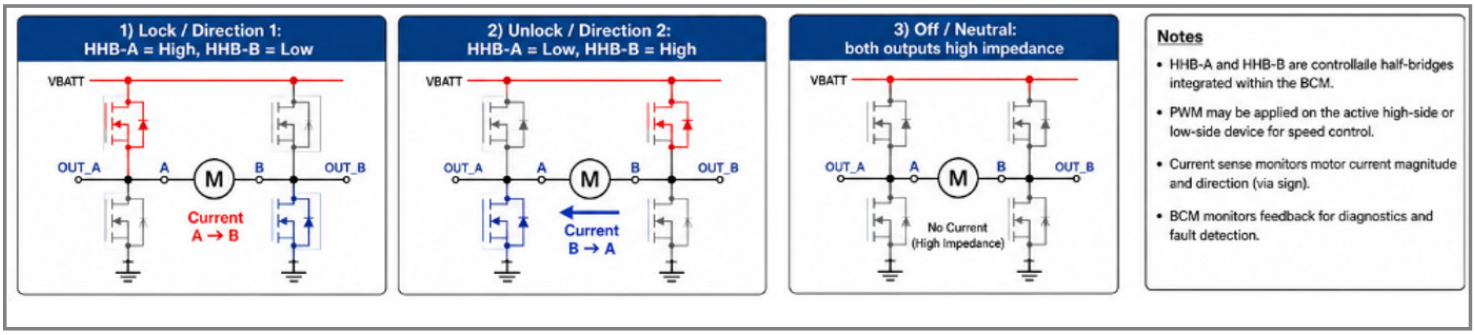
Latch Motors

The latch motors are driven through two control legs:

- Unlock/unlatch: BCM drives one leg high-side to the battery and the other leg low-side to ground.
- Lock: BCM reverses the polarity.
- Inactive: Both legs are switched off/high impedance. As a result, circuits may have a floating voltage.

The BCM controls the door actuator control circuit output voltage and polarity using multiple half H-bridge circuits as shown in the following diagram.

CONTINUED ON PAGE 8



The BCM supplies motor voltage and ground in the appropriate polarity for approximately 200 ms via the half H-bridge control circuits to execute functions such as power lock, power unlock, release, double-lock, and undouble-lock.

The BCM's output-driver diagnostics monitor the commanded output electrically — primarily output voltage and current behavior — not just whether the latch mechanically moved. The half H-bridge hardware reports open circuit, short-to-ground, short-to-battery and controller-specific faults. Detected faults will trigger DTCs, which can disable the output.

DOOR LATCH STYLES

There are two main styles of door latches used across GM vehicles with the VIP electrical architecture: conventional-style latches and E-Latch assemblies.

Conventional latches are found on most Chevrolet and GMC vehicles, while E-Latches are found on most Cadillac vehicles and Corvette models.

VIP Door Latch Style by Vehicle

Conventional Latches	E-Latches
Buick Enclave	Cadillac CT4
Buick Envision	Cadillac CT5
Cadillac XT4	Cadillac Escalade/Escalade ESV
Chevrolet Colorado	Cadillac IQ/IQL
Chevrolet Equinox	Cadillac Lyriq
Chevrolet Equinox EV	Cadillac Optiq
Chevrolet Blazer EV	Cadillac Vistiq
Chevrolet Silverado 1500/2500HD/3500HD	Chevrolet Corvette
Chevrolet Silverado EV	
Chevrolet Suburban/Tahoe	
Chevrolet Traverse	
GMC Acadia	
GMC Canyon	
GMC HUMMER EV	
GMC Sierra 1500/2500HD/3500HD	
GMC Sierra EV	
GMC Terrain	
GMC Yukon/Yukon XL	

Conventional Latches

Conventional door latches have two mechanical cables attached to an exterior and interior door handle. The operation of these door latches is simple: when the BCM commanded door lock state is LOCK, the BCM commands the door latches to the locked state. When a conventional latch is in the locked state, a pull on the exterior handle will not release the latch. Two pulls of the interior handle while the latch is in the locked state will release the latch, i.e., the first pull unlocks the latch and the second releases the latch.

Conventional door latches will have either a mechanical or electrical child safety lockout within the rear door latches. The mechanical safety lockout is a small lever that is manually switched to the locked or unlocked state. This lever is typically located on the door edge near the latch and can only be accessed when the door is open.

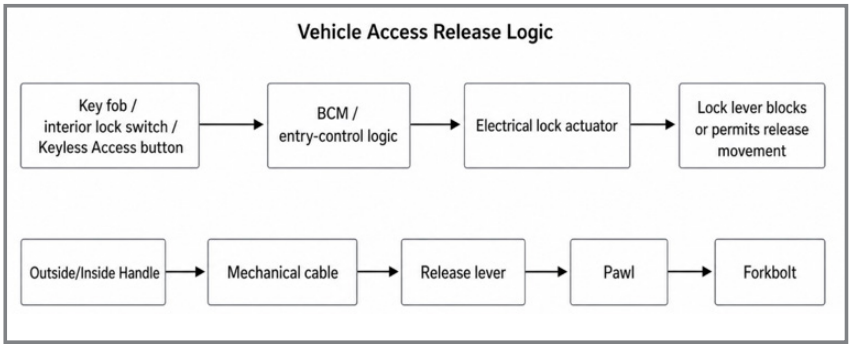
If the vehicle is equipped with electrical child safety lockouts, each rear door latch will have an additional actuator within the latch. When the child safety lockout switch is activated, the BCM will command these additional actuators within the rear door latches to transition to the locked state. When the child safety lockout actuators are in the locked state, the interior handles on the rear doors will not release the door latches when pulled. The electrical safety lockout system also includes additional lock status switches within the rear door latches, and when the safety lockout actuators are physically in the locked state, these switches close. The BCM uses the inputs from these switches to verify correct operation of the child safety lockout and will provide a Driver Information Center (DIC) message/warning to alert the driver if there is an issue with the system.

The BCM uses multiple half H-bridge-controlled circuits to operate the door latches on each side of the vehicle. The BCM will have one common latch control circuit between the latches on each side of the vehicle and possibly the fuel door lock actuator (RPO N08) and/or liftgate latch (RPO TB4), depending on vehicle configuration.

For example, a 2026 Suburban equipped with a locking fuel door actuator (RPO N08) shares control circuit 2679 between both the left front door latch and left rear door latch as well as the fuel door lock actuator. A fault in any of the components or circuits connected to the components on circuit 2679 may cause DTCs to set for all components and circuits. If there is a short to ground in the fuel door lock actuator control circuit 2690, the fault may affect all components connected to the common circuit 2679 and can cause DTCs to set for the driver door lock actuator, left rear

CONTINUED ON PAGE 9

door lock actuator, and fuel door lock actuator control circuits. This can cause some challengers while trying to pinpoint the root cause of the fault.



Review the procedures in the appropriate Service Information to help accurately diagnose a present issue with the door latch system.

E-Latches

E-Latch door latches do not rely on mechanical connections from the door handles to the door latches to release the latches. These latches are electronically commanded by the BCM to release when either an interior or exterior door handle switch is activated. When an interior/exterior door handle switch is activated, the BCM checks the vehicle door lock state, theft deterrent state, vehicle speed/gear, and any other reasons that may prohibit door release. If there are no reasons inhibiting door release, the BCM will then command the latch to release by sending power and ground in the appropriate polarity to the latch release actuator. The BCM uses the same half H-bridge circuit method to control the electronic release of these latches that it uses to control the lock actuators on conventional style latches.

The interior door handles still have a physical cable mechanically connecting the interior handle to the latch so that the door can be opened from the interior of the vehicle if there is no electrical power. The interior handle cable on E-Latch vehicles typically does not release the latch unless the handle is pulled all the way to the end of its travel. The exterior door handles, if equipped, do not have a physical connection to the latch.

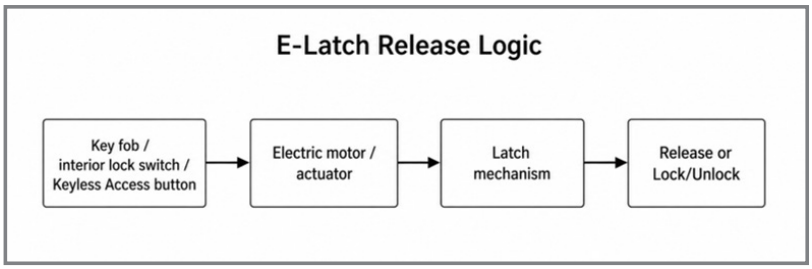
An E-Latch may contain an internal latch ECU that controls neutralization (return to home) after latch release. A latch with a latch ECU will have a B+ power feed. After the latch is commanded to release, the latch ECU will command the release mechanism within the latch to return to its home position. A latch with a faulty or inoperative internal latch ECU will release normally but may not re-latch. An E-Latch without a B+ power feed will not have an internal latch ECU and will have an internal spring mechanism that controls latch neutralization.

The E-Latch door latches also have a lock actuator in each rear door latch that works much the same as a lock actuator in a conventional latch. When the vehicle doors are locked, the BCM will command these lock actuators to the locked state. With a rear door lock actuator in the locked state, the first pull of a rear door interior handle unlocks the latch; the second pull releases the latch.

E-Latch door latches will have either a mechanical or electrical child safety lockout within the rear door latches. The mechanical safety lockout is a small lever that is manually switched to the locked or unlocked state. Typically located on the door near the latch, it can only be accessed when the door is open.

If the vehicle is equipped with electrical safety lockouts, each of the rear door latches will have an additional actuator within the latch, as with a conventional latch. BCM operation for the safety lockout switch is the same for the E-Latch assembly as with the conventional latch.

On vehicles equipped with E-Latch assemblies, BCM X8 connector pins 15 and 19 will be populated. Circuit 6156 will connect these two pins together, which indicates to the BCM that the vehicle is equipped with E-Latches. A fault in circuit 6156 will cause all door handle switches to become inoperative.



The BCM uses multiple half H-bridge-controlled circuits to operate the door latches on each side of the vehicle. The BCM has one common latch control circuit between the latches on each side of the vehicle and the fuel door lock actuator (RPO N08) and/or liftgate latch (RPO TB4), depending on vehicle configuration.

The diagnostic procedures outlined in Service Information walk through the steps necessary to accurately diagnose a present issue with the door latch system.

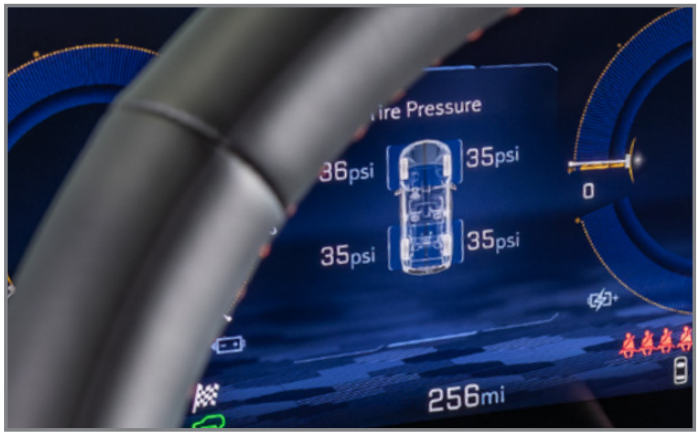
For more information, refer to Body Systems > Vehicle Access in the appropriate Service Information.

▶ Thanks to Stevie Prottenger

BCM SERIES

Tire Pressure Monitoring System

The Tire Pressure Monitoring System (TPMS) allows for live tire data to be transmitted from each tire and interpreted by the K9 Body Control Module (BCM). The data is gathered by the B2 Tire Pressure Sensor, which transmits either a 315MHz or 433MHz signal to the K77 Remote Function Actuator.



TPMS is the fourth topic in the TechLink series highlighting several of the related systems handled by the Body Control Module (BCM) on GM models built with the Vehicle Intelligence Platform (VIP). The goal of this series is to help improve understanding of the components operated by the BCM and reduce warranty claims and unnecessary component replacement.

The earlier systems in the series are the Keyless Entry System, Content Theft Deterrent and Door Latch Actuators.

COMPONENT BREAKDOWN

- Body Control Module
- Remote Function Actuator
- Tire Pressure Monitoring Sensors

SYSTEM OVERVIEW

As the remote function actuator receives live tire data from each tire pressure sensor, it filters the signal and transmits it to the BCM. From there, TPMS data can then be read through the scan tool or displayed on the instrument panel cluster.

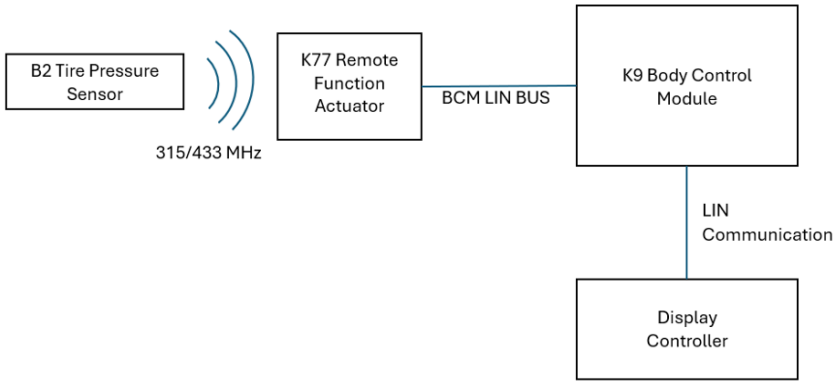
Each tire pressure sensor has a unique identifier to ensure that the BCM does not pick up any sensors from surrounding vehicles. In addition, each tire pressure sensor is equipped with a 10-year battery that is non-serviceable. If a tire pressure sensor experiences a low battery, that sensor will need to be replaced.



Tire pressure sensor

SYSTEM TOPOGRAPHY

The following graphic illustrates the communication structure of the TPMS components.



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DIAGNOSTIC TOOLS

The EL-52545 Tire Pressure Monitor Sensor and RF Diagnostic Tool is the approved tool for TPMS diagnostics. The tool not only enables tire pressure sensors to be triggered for relearning but also obtains data directly from each sensor. The data includes tire pressure, sensor ID, part number and battery life. The EL-52545 tool also is approved for programming new sensors after a sensor replacement.



EL-52545 tool

There also are many parameters within GDS2 that have been designed to aid in the diagnosis and serviceability of the tire pressure sensors. For more information on these parameters, refer to the K9 Body Control Module: Scan Tool Information document within the appropriate Service Information.

DIAGNOSTIC STRATEGY

1. Check DTCs

- Only DTC C1171, C1172, C1173, or C1174 may be present and current.
- If any other DTCs are set, follow the referenced GM diagnostic procedure.

2. Check Tire Pressure Sensor Timer

- Drive above 25 mph (40 km/h) for more than 5 minutes.
- All four sensor timers should communicate, remain at or below 300 seconds, and reset periodically.
- A saw-tooth pattern returning to zero is normal. A timer reaching 1,020 seconds can set a DTC.

3. If One or More Timers Rise Above 300 Seconds

- Rotate the tires and perform a sensor relearn.
- If the problem follows the sensor, replace the affected B2 tire pressure sensor and perform the relearn procedure.
- If the problem remains at the same corner of the vehicle, inspect for RF interference, including aftermarket devices.

4. If Timers Remain Stable

- Perform the tire pressure sensor relearn procedure.
- Drive above 25 mph (40 km/h) for more than 2 minutes and verify each sensor's Mode changes to Drive.
- If all sensors enter Drive mode, the system is OK.
- If a sensor does not enter Drive mode, replace that sensor and perform the sensor relearn.

TIP: Be sure to refer to the appropriate diagnostic procedure in Service Information for exact diagnostic strategies prior to replacing any parts.

COMMON FAULTS

Some common concerns with the TPMS can be induced by the use of aftermarket sensors. It is important to use sensors supplied through GM as the quality of aftermarket sensors cannot be verified.

Other issues can be caused by aftermarket wheels. If the sensor is too far from the vehicle, or the signal cannot be transmitted reliably through the wheel, the performance of the TPMS will deteriorate.

Electromagnetic interference (EMI) also may cause issues with the TPMS. EMI may be introduced by any device that emits RF noise, such as CB radios, aftermarket accessories, or even gas stations. It is important to understand when and where the customer experiences issues with the TPMS in order to effectively diagnose the concern.

Refer to Bulletins #24-NA-166 and #26-NA-070 for more information on RF interference.

For additional details, refer to Suspension > Tire Pressure Monitoring in the appropriate Service Information.

▶ Thanks to Colin Day

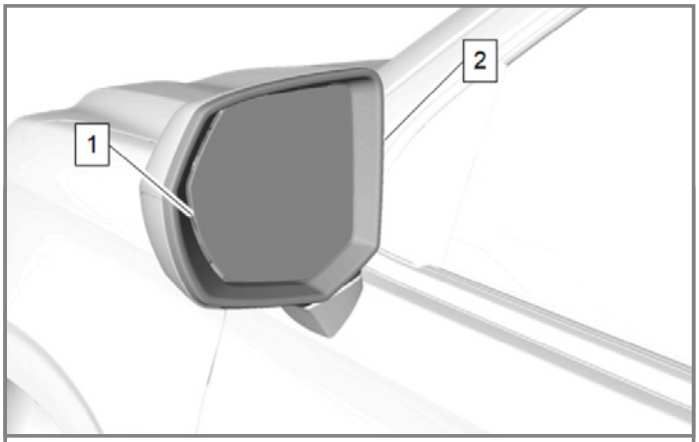
Removing the Mirror Glass During Rearview Mirror Housing Cover Installation

The GM Accessories Outside Rearview Mirror Housing Cover Package available on 2021-2027 Tahoe, Suburban, Yukon and Escalade requires removing the mirror glass from the current mirror housing before installing the new mirror housing cover



GM Accessories update the design and look of the outside rearview mirrors.

TIP: If proper care is not taken during the mirror glass removal process, there is the possibility that the glass could break or be damaged. Damage to the mirror glass during removal is not covered by the new vehicle warranty.



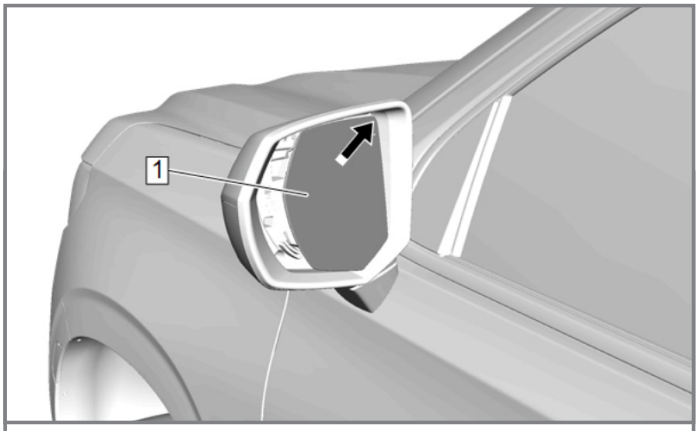
Use proper care so that the mirror glass is not broken or damaged during the glass removal process.

Be sure to follow all the procedures covered in the latest Service Information and GM Accessory instructions,

MIRROR GLASS REMOVAL

Steps 3–5 in the installation instructions covers how to remove the mirror glass from the production mirror housing.

Before attempting to remove the mirror glass, masking tape should be applied over the mirror glass and the mirror housing bezel. Next, apply pressure inward at the top of the mirror glass until full travel is reached.



Apply pressure inward at the top of the mirror glass.

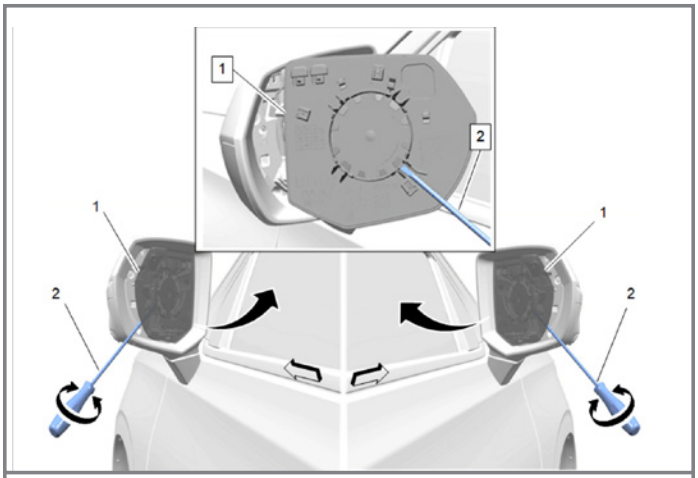
Insert a long, flat-bladed tool into the slot around the lower-left corner of the mirror glass (driver-side mirror) or lower-right corner of the mirror glass (passenger-side mirror). Rotate the tool, without pulling it, and release the glass from the mirror actuator.

TIP: There is an increased risk of breaking the mirror glass if a flat-bladed tool is not used. Do not use your hands to remove the glass.

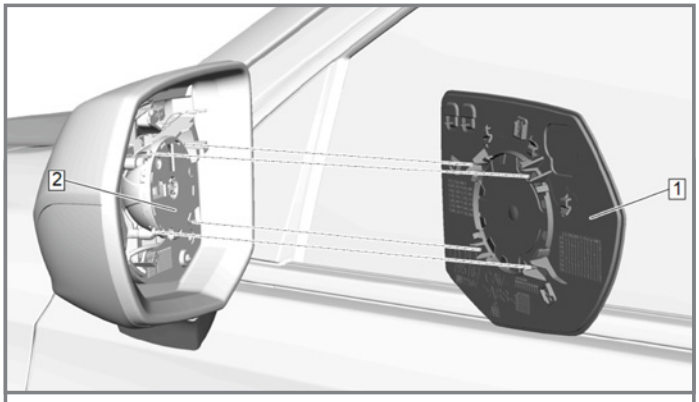
Apply even pressure on the mirror glass and pull outward until the glass releases from the mirror actuator. Disconnect the electrical connectors and set the glass aside on a clean, protected surface.

Follow the instructions to remove the bezel and the cover from the mirror housing.

CONTINUED ON PAGE 13



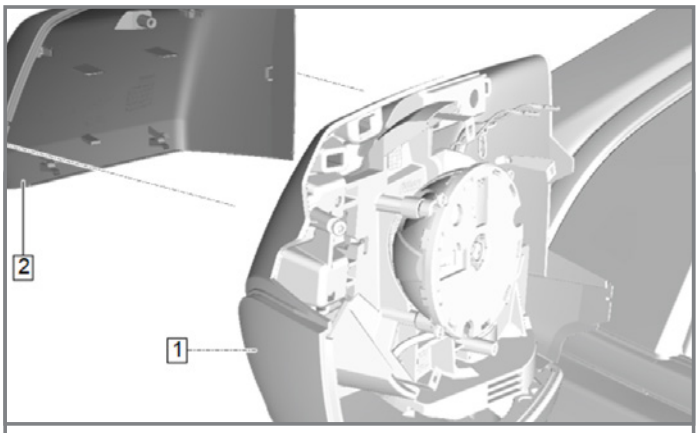
Insert a long, flat-bladed tool into the slot around the lower-left corner of the mirror glass (driver-side mirror) or lower-right corner of the mirror glass (passenger-side mirror).



Pull outward until the glass releases from the mirror actuator.

INSTALLING THE MIRROR GLASS

After installing the new mirror housing cover, install the bezel and properly route the wiring. Connect the electrical connectors with the mirror glass in position to the housing.



Mirror housing cover

Align the mirror glass retainers with the mirror actuator and carefully apply pressure to the glass until it is fully secured.

For more information, refer to the appropriate Service Information and GM Accessory Installation Instructions.

▶ Thanks to Mark Shearer

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