

GENERAL MOTORS
DCS7459
URGENT - DISTRIBUTE IMMEDIATELY

Date: April 16, 2026

Subject: N262547330 - Service Update
Telematic Control Module Reprogramming

Models: 2025-2026 Buick Enclave
2025 Cadillac CELESTIQ
2025-2026 Cadillac CT5
2024-2026 Cadillac LYRIQ
2025-2026 Cadillac OPTIQ
2026 Cadillac VISTIQ
2024-2025 Cadillac XT4
2024-2026 Chevrolet Blazer EV
2025-2026 Chevrolet BrightDrop 400
2025-2026 Chevrolet BrightDrop 600
2026 Chevrolet Corvette
2025-2026 Chevrolet Equinox
2024-2026 Chevrolet Equinox EV
2025-2026 Chevrolet Silverado EV
2025-2026 Chevrolet Traverse
2025-2026 GMC Acadia
2025-2026 GMC Sierra EV
2025-2026 GMC Terrain

General Motors is releasing Service Update N262547330 today.

This is a phased launch.

IMPORTANT: The Telematic Control Module may be several software versions behind and could take multiple programming events to bring it to the latest software level (The same calibration screen MUST be displayed to validate the module has been programmed to the latest level).

What Should Dealers Do: Dealers should review IVH, or the Dealer Maxis reports for open VINs in their inventory. Dealers can view the attached bulletin, and it will also be displayed in Service Information tomorrow.

Due to a system issue, the stock VIN list will not have the BAC or dealer information. The Stock VIN list of vehicles in dealer inventory or in-transit is attached to this message. Note: this list is only accurate at the time of report creation and all VINs should be validated in IVH prior to repair.

The Inventory tab of the Open Vehicle Report will contain Service Update Bulletin VINs that apply to this field action. This information is intended to assist dealers with the PROMPT COMPLETION of these vehicles. The Customer In-Service tab will not contain Service Update Bulletin VIN data because the intent of a Service Update Bulletin is to not inconvenience a customer with a special trip for service. Service Update Bulletins are to be completed when the customer is in for a regularly scheduled visit.

END OF MESSAGE

Service Update

N262547330 Telematic Control Module Reprogramming



Release Date: April 2026

Revision: 00

Attention: This service update includes vehicles in dealer inventory and customer vehicles that return to the dealership for any reason. This bulletin will expire May 31, 2028.

This is a phased launch.

For EV Involved Vehicles: The repairs outlined in this bulletin must only be completed at an authorized EV dealer and repairs must be performed by a technician who has successfully completed the applicable technical training required to perform this repair.

Investigate Vehicle History (IVH) in the GM Global Warranty Management system MUST always be checked to confirm vehicle involvement and MUST be in OPEN status prior to beginning any required inspections and/or repairs. DO NOT use Service Information with VIN search, as it will not verify the VIN eligibility for field actions.

Involved vehicles will be repaired either through dealer repairs as described in this bulletin or through over the air (OTA) programming. Dealers can and should perform the procedure in this bulletin on any vehicle with an “open” status on the Investigate Vehicle History (IVH) screen in GM Global Warranty Management system. Due to the fact that vehicles will be closed in IVH through successful OTA programming, dealers should always check the status in IVH before performing any vehicle repairs. Refer to Technical Service Bulletin 21-NA-043 for properly maintaining vehicles in dealer inventory.

Make	Model	Model Year	
		From	To
Buick	Enclave	2025	2026
Cadillac	CELESTIQ	2025	2025
	CT5	2025	2026
	LYRIQ	2024	2026
	OPTIQ	2025	2026
	VISTIQ	2026	2026
	XT4	2024	2025
Chevrolet	Blazer EV	2024	2026
	BrightDrop 400	2025	2026
	BrightDrop 600	2025	2026
	Corvette	2026	2026
	Equinox	2025	2026
	Equinox EV	2024	2026
	Silverado EV	2025	2026
	Traverse	2025	2026
GMC	Acadia	2025	2026
	Sierra EV	2025	2026
	Terrain	2025	2026

Investigate Vehicle History (IVH) in the GM Global Warranty Management system MUST always be checked to confirm vehicle involvement and MUST be in OPEN status prior to beginning any required inspections and/or repairs. DO NOT use Service Information with VIN search, as it will not verify the VIN eligibility for field actions.

Condition	Certain vehicles listed above, may have a condition in which the Telematic Control Module may enter an unrecoverable state.
Correction	Dealers are to reprogram the Telematic Control Module. IMPORTANT: The module may be several software versions behind and could take multiple programming events to bring it to the latest software level (The same calibration screen MUST be displayed to validate the module has been programmed to the latest level). Owners who have accepted applicable terms and conditions will have the opportunity to accept these software changes using wireless over-the-air (OTA) technology without having to bring their vehicle to a dealership. Alternatively, owners may have their vehicle serviced at a GM dealer to receive these software updates.

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Parts

Quantity	Part Name	Part No.
1	MODULE ASM-COMN INTERFACE	*

Note: *Use the VIN and the GM Electronic Parts Catalog (EPC) to determine which MODULE ASM-COMN INTERFACE to order.

For US Dealers:

The parts required for this program are on restriction and need to be obtained from an Electronic Service Center (ESC). Please refer to your “involved vehicles listing” before ordering parts. These parts will be on Order Writing control and all orders placed through GMCCA will cancel.

Note: If the dealer has a potential buyback due to a backordered part, the dealer MUST inform both the Electronic Service Center (ESC) where they placed the order, and the District Parts Manager (DPM). The District Parts Manager (DPM) should contact the appropriate supplier representative in the Electronic Service Center Dept. at GMCCA to initiate the escalation process.

Important: Dealers should NOT contact SPAC for issues related to ESC parts.

Note: See Technical Service Bulletin #06-00-89-032A for escalation process for critical orders for ESC.

For Canadian Dealers:

The parts required for this program are on restriction and need to be obtained from an Electronic Service Center (ESC). To initiate a critical escalation process, please contact your District Manager Aftersales (DMA).

Warranty Information

Labor Operation	Description	Labor Time	Trans. Type	Net Item
9108104**	Verified Module Software or Calibration Level: Module Is Programmed with Same Level Software or Calibration	0.2	ZFAT	N/A
9108105**	Communication Interface Telematics Module Reprogramming with SPS (Includes SDAC)	0.8*		
9108378	Replace Communication Interface Telematics Module (Includes additional programming)			
	Blazer EV	1.0*		
	CT5, Traverse, VISTIQ	1.1*		
	CELESTIQ, LYRIQ	1.2*		
	Acadia, Enclave	1.4*		
	Terrain	1.5*		
	BrightDrop 400/600	1.6*		
	Corvette, OPTIQ, Silverado/Sierra EV	1.7*		
	Equinox	1.8*		
	Equinox EV	2.2*		
XT4	2.6*			

IMPORTANT: *The module may be several software versions behind and could take multiple programming events to bring it to the latest software level.

Important: **To avoid warranty transaction rejections, carefully read and follow the instructions below:

Labour Time [\[Top\]](#)

Labour Operation Code:

Additional labour op code information:

SPS Warranty Claim Code:

6125814

- The Warranty Claim Code from the programming event must be accurately entered in the “Warranty Claim Code” field of the transaction.
- When more than one Warranty Claim Code is generated for a programming event, it is required to document all Warranty Claim Codes in the “Correction” field on the job card. Dealers must also enter one of the codes in the

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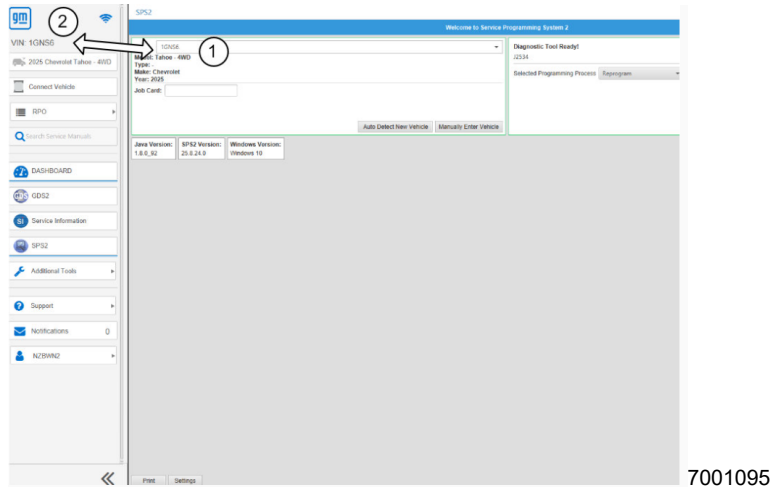
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“Warranty Claim Code” field of the transaction, otherwise the transaction will reject. It is best practice to enter the FINAL code provided by SPS2.

- For more information about Warranty Claim Codes and retrieving a lost code, refer to *25-NA-281 Information on SPS Warranty Claim Code Submission and Retrieval* in SI.

Service Procedure



IMPORTANT: The service technician always needs to verify that the VIN displayed in the left side drop down menu (1) and the top center window (2) match the VIN plate of the vehicle to be programmed prior to using Service Programming System 2 (SPS2) for programming or reprogramming a module.

IMPORTANT: Failure to follow all notes and cautions within the programming and setup document may result in programming errors.

Caution: Before downloading the update files, be sure the computer is connected to the internet through a network cable (hardwired). DO NOT DOWNLOAD or install the files wirelessly. If there is an interruption during programming, programming failure or control module damage may occur. (Use when applicable).

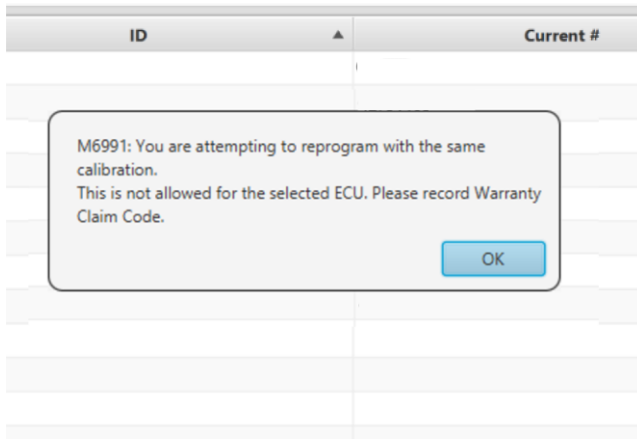
***IMPORTANT:** The module may be several software versions behind and could take multiple programming events to bring it to the latest software level.

1. Verify communication by completing a test call to OnStar by pressing the OnStar button:
 - 1.1. If the call connects successfully, proceed to Step 2.
 - 1.2. If the call CANNOT connect, replace the Telematic Control Module/Communication Interface Module. Refer to *Telematic Control Module Replacement* in SI, then continue to Step 2.
2. Reprogram the Telematic Control Module/Communication Interface Module. Refer to *K73 Telematic Control Module: Programming and Setup* in SI. Carefully read the programming and setup document for further instruction.
3. **Critical: After successful programming, perform Serial Data Authentication Configuration. Failure to perform Serial Data Authentication Configuration will result in programming errors.**

Same Calibration Screen

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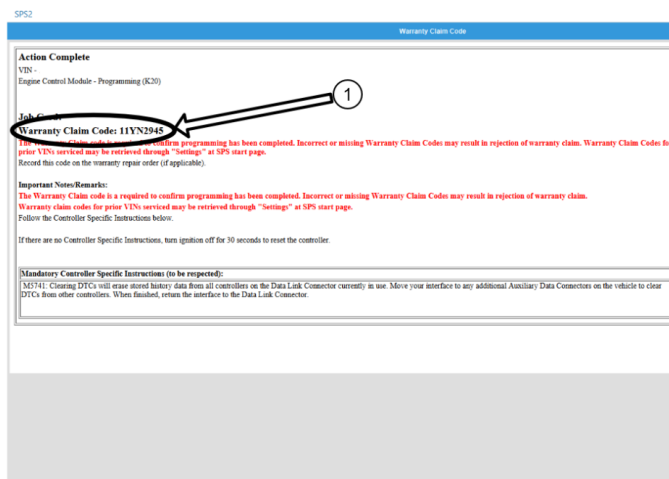


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4. Reprogram the Telematic Control Module again.

4.1. If the same calibration screen above is shown, select OK and continue to step 5. If the screen above is NOT shown, continue to Step 4.2.

4.2. Continue to reprogram the Telematic Control Module until the screen above is shown and select OK. The module may be several software versions behind and could take multiple programming events to bring it to the latest software level (**The same calibration screen MUST be displayed to validate the module has been programmed to the latest level**).



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Important: To avoid warranty transaction rejections, you **MUST** record the warranty claim code provided on the Warranty Claim Code (WCC) screen shown above on the job card. Refer to callout 1 above for the location of the WCC on the screen.

Note: An OnStar button press to the OnStar call center is required to complete the module replacement procedure.

5. If the Telematic Control Module was replaced or reprogrammed, complete a test call to OnStar by pressing the OnStar button. Inform the advisor a new module has been installed or reprogrammed and to verify the module is fully configured, registered, and activated.

6. Record SPS Warranty Claim Code on job card for warranty transaction submission. Refer to *25-NA-281 Information on SPS Warranty Claim Code Submission and Retrieval* in SI.

Note: Clear DTCs after programming is complete. Clearing powertrain DTCs will set the Inspection/Maintenance (I/M) system status indicators to NO.

Dealer Responsibility

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Whenever a vehicle subject to this service update enters your vehicle inventory or is in your facility for service through the end date as noted in the Attention box, you must take the steps necessary to be sure the service update correction has been made before selling or releasing the vehicle.

All new, used, GM Certified Pre-Owned (CPO), courtesy transportation vehicles, dealer shuttle vehicles, CarBravo, etc. in dealers' possession and subject to this field action must be held and inspected/repared per the service procedure of this bulletin before customers take possession of these vehicles. Involved vehicles must be held and not delivered to customers, dealer-traded, released to auction, used for demonstration, or any other purpose.

All GM Certified Pre-Owned (CPO) vehicles currently in the dealers' inventory within the SHIFT Digital system will be de-certified and must be held and remedied per the service procedure in this bulletin. Upon submitting an accepted/paid warranty transaction in the Global Warranty Management (GWM) system, the vehicle can be re-certified for sale within the SHIFT Digital system, or once again be used in the Courtesy Transportation Program.

Dealers must take the steps necessary to ensure that the service update correction has been made to all involved vehicles in dealer inventory before selling or dealer-trading the vehicle, but no later than the end date as noted in the Attention box.

All new, used, GM Certified Pre-Owned (CPO), courtesy transportation vehicles, dealer shuttle vehicles, CarBravo, etc. in dealers' possession and subject to this field action must be held and inspected/repared per the service procedure of this bulletin before customers take possession of these vehicles. Involved vehicles must be held and not delivered to customers, dealer-traded, released to auction, used for demonstration, or any other purpose.

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Dealer Reports – For USA and Export

The Inventory tab of the Open Vehicle Report will contain Service Update Bulletin VINs that apply to this field action. This information is intended to assist dealers with the **PROMPT COMPLETION** of these vehicles. The Customer In-Service tab will not contain Service Update Bulletin VIN data because the intent of a Service Update Bulletin is to not inconvenience a customer with a special trip for service. Service Update Bulletins are to be completed when the customer is in for a regularly scheduled visit.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the tools, equipment, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your dealer for information on whether your vehicle may benefit from the information.



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Certification