

SERVICE

# IN SIGHTS

SPRING 2026

*Service Repair News  
From Your Parts Supplier*

Charging  
Forward

Reman  
Front Axles

Servicing EVs



THE 2026 GMC SIERRA EV Denali

Built to  
**Exceed**

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## SERVICE

# IN SIGHTS

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# Professional growth

Advance your career with targeted training and resources offered through my GM Partner Perks

**T**o stay ahead, you need training that keeps you ahead. That's why my GM Partner Perks teams up with ACDelco to deliver a blended learning curriculum that includes both web-based courses and instructor-led sessions. This approach meets professionals where they are, combining a variety of proven delivery methods to help ensure maximum learning potential for the service professional.

With ACDelco's extensive library of hands-on training, plus 24/7 access to online web-based and Video on Demand courses, you and your employees can build the knowledge you need to stay on top. ■

## Self-Study Training

This foundational material is designed to help both technical and non-technical learners gain a clear understanding of the essential technical aspects of various vehicle systems.

## Seminars

These fast-paced, one- to three-hour sessions are delivered by your local ACDelco representative and can be conveniently held at a my GM Partner Perks shop, GM dealership or Direct Account location.

## Video on Demand (VOD)

This feature allows technicians to access recorded training content directly through the LMS. The VOD library includes monthly Service Know-How Emerging Issues sessions dating back to 2006, with each session running approximately 60 minutes.

## In-Shop Training (IST)

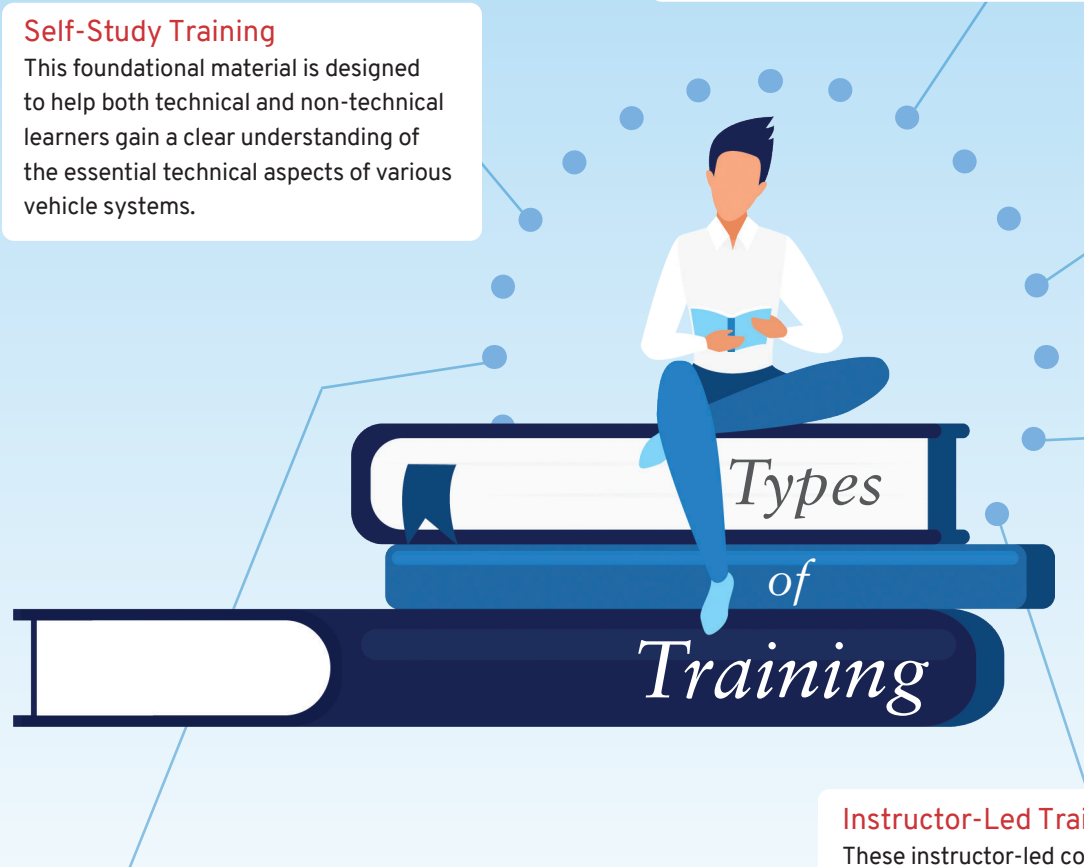
These shorter, informal sessions last about an hour and are designed for small groups of five or fewer. IST sessions focus on current vehicle issues, keeping the content relevant to day-to-day needs and allowing for customization when needed.

## Instructor-Led Training (ILT)

These instructor-led courses run between four and eight hours and are delivered by an ACDelco trainer. Each ILT is offered to my GM Partner Perks members at no additional cost or for a nominal fee, depending on your program tier.

## Web-Based Training (WBT)

These courses are typically under an hour in length, available 24/7 and accessed through the ACDelco Learning Management System (LMS) at no additional cost for my GM Partner Perks members.



**ACDelco** TRAINING

Scan the QR code to view and download the 2026 ACDelco Training Course Catalog.

## How to Enroll

To enroll, visit [acdelcotraining.com](http://acdelcotraining.com) if you are a participant in the program. Or, call the number at right to register as a new user and access class sign-ups or course schedules.

Professional Service Centers will need their six-digit account number to complete registration.



**800-825-5886**  
(PROMPT 3, then PROMPT 1, then PROMPT 4)



Monday - Friday  
8 a.m. - 8 p.m. EST

# GETTING STARTED

ACDelco's line of **Gold** and **Silver** batteries provide the power

For performance, reliability and versatility, the ACDelco lines of Gold and Silver batteries stand ready to get owners moving. ACDelco tests them in the laboratory and the field, and backs them with a variety of warranties,<sup>1</sup> working to help ensure there's a battery for every owner's particular need.

Both lines are protected by comprehensive and wide-ranging warranties: 18- and 24-month coverage for ACDelco Silver and 30-, 36-, 42- and 48-month warranties for Gold batteries. ■



**ACDelco Silver** batteries offer an attractive price point along with many of the features of the Gold line. They feature durable plastic cases, puncture-resistant separator envelopes and corrosion-resistant terminals.

The **Gold Series** line includes Flooded, Absorbent Glass Mat (AGM) and Premium AGM batteries, meeting all key industry requirements and most OE specifications. They boast a balance of cold-cranking amps and reserve capacity, require no maintenance and are completely pressured-tested against leaks.



## SHELF LIFE

Testing never-installed batteries helps determine their performance

With the constant flow of inventory that comes through a facility, it's important to stay on top of parts that might have been sitting on the shelf for a bit of time. ACDelco Gold and Silver batteries come with warranty date codes, and there are suggestions for testing units that have never been installed.

First, conductance testers should never be used on new, uninstalled batteries; instead, testing open-circuit voltage, measured by a high-quality Digital Volt Ohm Meter, is the strongly recommended method. As a rule of thumb, 12.4V or higher should start most vehicles.

ACDelco purposely specifies batteries to be shipped at 80% to 90% completion of formation, meaning that the electrolyte has permeated all but the center point of each plate. This enables longer shelf life and lowers the risk of internal corrosion for longer service. A battery will develop its full capacity after four to five cycles in a vehicle.<sup>2</sup>

All batteries will self-discharge and deteriorate over time; therefore, it becomes essential to follow proper rotation of inventory along with proper charging processes. ■

### Did You Know?

All ACDelco batteries come with a warranty date code that includes when and where the unit was built. See the example below, which reads as Silver Series dated April 2020.

Series → **S 040 G** ← Plant Code  
 2 Digit Month    1 Digit Year



For more information on ACDelco Gold and Silver batteries, scan this QR code.

1. Replacement limited warranty to the original retail purchaser. See gmparts.com/warranty for details. 2. Cycles here refer to normal start/drive cycles – some time on the road for the alternator to charge the battery up from the starting event drain. Rapid stop/start cycles will not form the battery, only drain it further.

# Essential Oil

Its proper balance is key to an A/C compressor's performance

**O**il is essential for any air-conditioning compressor, and keeping the right oil balance is key to good performance in terms of efficiency, reliability and durability. Even a well-designed OE compressor cannot make up for the incorrect amount of oil or old, degraded oil left in the system.

GM service procedures available in Service Information (SI) say you must drain oil from the old compressor and measure it along with the oil recovered during refrigerant recovery.

Because replacement compressors come partially filled, comparing these amounts tells you whether you need to add more oil before installing the new compressor to keep the system balanced.

The condition of the oil you remove from the system gives important clues for diagnosis. GM guidelines say that oil color, smell and the presence of debris show the system's health and possible contamination.

Clean oil means no extra action is needed; but if the oil is discolored or smells odd, it points to internal

## Always

drain oil from the crankcase and both the suction and discharge ports. Rotate the shaft to get as much oil out as possible.

problems that must be fixed before putting in a new compressor. Flushing the refrigerant system removes degraded oil and contaminants that could otherwise circulate into the replacement compressor, triggering repeat failures. ■



Scan this QR code to learn more about GM Genuine Parts air-conditioning components.



## A/C Compressors

A vehicle's air-conditioning compressor pressurizes and circulates refrigerant, often in aggressive environments. GM Genuine Parts A/C Compressors are designed to handle these requirements, tested to meet industry standards for resilience and performance while meeting the fit and function of original equipment.

Several features stand out with the compressor:

- Special clutch finishing helps improve compressor clutch durability as well as offering corrosion resistance.
- A patented variable crankcase bypass valve helps protect the A/C system. If a high-pressure switch fails or the refrigerant system becomes restricted – causing pressure to rise – the valve will open and release refrigerant.
- A special suction throttle valve creates a small pressure drop at the compressor inlet, helping reduce noise emanating throughout the vehicle.

GOING THE

# DISTANCE

Focused on vehicle range, GMC expands the Sierra EV lineup

**GMC is moving confidently into the future** with the expanded 2026 Sierra EV lineup, which now includes two new trims – AT4 and Elevation – alongside the flagship Denali model. With more range, more capability and more ways to customize your electric truck, the Sierra EV family gives drivers a blend of refinement, technology and adventure-ready performance.

## Longer Range, Bigger Possibilities

With a GM-estimated 478 miles of range<sup>1</sup> when equipped with the available Max Range battery, the 2026 Sierra EV AT4 or Denali makes long road trips possible without stopping to recharge. Whether you're driving from Los Angeles to Phoenix, San Francisco to Santa Barbara,

or New York City to Virginia Beach, the AT4 is capable of making the trip on a single charge.

In 2026, GMC will offer its widest range of options, depending on the type of battery pack:

**Elevation:** Standard or Extended Range

**AT4:** Extended or Max Range

**Denali:** Standard, Extended or Max Range

Continued on next page >

## Off-Road Confidence, Electrified

The Sierra EV AT4 is built for adventure, combining GMC's off-road heritage with the latest EV technology. Features include 4-Wheel Steer with signature CrabWalk™,<sup>2</sup> which allows the rear wheels to turn independently from the front wheels, as well as two additional inches of ground clearance, 35-inch tires and an exclusive Terrain mode – all of which make the AT4 a formidable vehicle off the beaten path.

The available Max Power mode allows you to unlock the Sierra EV AT4's full potential. The Sierra EV AT4 also boasts model-exclusive features that include front fascia with silver-painted accents around the recovery hooks<sup>3</sup> and AT4 badging.



▶ 2026 Sierra EV AT4



▶ 2026 Sierra EV Denali

GMC Sierra EV is available from a GMC EV dealer. Available features shown throughout.

1. Requires Sierra EV AT4 or Sierra EV Denali equipped with the available Max Range battery pack. On a full charge. GM-estimated range based on development testing and/or analytical projection consistent with SAE J1634 revision 2017 – MCT and subject to change prior to production. Actual range may vary based on several factors, including temperature, terrain, battery age, loading, and how you

use and maintain your vehicle. 2. Limited to low speeds. Always pay attention to your surroundings. Read the vehicle Owner's Manual for important feature limitations and information. 3. To avoid the risk of injury, never use recovery hooks to tow a vehicle. For more information, see the Recovery Hooks section of your Owner's Manual.



## Charging Toward the Future

The Sierra EV lineup boasts Vehicle-to-Home capability, allowing the truck battery to provide power to a properly equipped home in an outage.<sup>11</sup>

There are various home chargers available to Sierra EV owners, including:

- A Dual Level Charge Cord Set, charging up to 7.7 kW at 32 amps
- GM PowerUp 2: J1772, charging up to 11kW at 48 amps
- GM Energy PowerShift Charger, with capabilities up to 19.kW at 80 amps

### Elevated Purpose

The new Sierra EV Elevation trim brings bold design and modern technology to the table. At the center of all this is a 16.8-inch diagonal premium GMC infotainment system<sup>4</sup> with Google built-in compatibility,<sup>5</sup> complemented by an 11-inch diagonal Driver Information Center. A power-open eTrunk™ provides a lockable, weatherproof storage area that offers easy access to luggage and gear. A MultiPro Tailgate and available MultiPro Midgate enhance loading and cargo management.

Performance features include best-in-class standard 605 horsepower.<sup>6</sup> A standard 2-motor e4WD system simultaneously delivers power to all four

wheels, adjusting to driving conditions to supply extra traction. The 2026 GMC Sierra EV Elevation features available public DC fast-charging capability, which can add approximately 100 to 106 miles of range in roughly 10 minutes.<sup>7</sup> The trim also offers an available Energy Transfer off-boarding system with up to 7.2kW for powering tools or equipment.

### Luxury Defined

The Denali remains the standard for luxury electric trucks. It is available with all three battery options and two refined interior choices, combining comfort and style. Heated and ventilated front seating features quilted premium material on the seatbacks. Vehicle occupants are

surrounded by galvanized chrome accents and wood décor appointments, and the environment is amplified by a premium Bose® 7-speaker audio system with Richbass woofer.

On the road, Denali owners can benefit from standard Super Cruise<sup>9</sup> hands-free driver assistance technology with a 3-year OnStar One Plan,<sup>10</sup> and available features such as Air Ride Adaptive Suspension (adjusting to road conditions and lowering the vehicle for easier entry/exit) and a panoramic fixed-glass roof. Exterior touches include 22-inch wheels with ultrabright machining, painted inserts and pockets, and a laser-etched Denali logo. ■



Scan this QR code to learn more about the 2026 GMC Sierra EV lineup.



▷ 2026 Sierra EV AT4



▷ 2026 Sierra EV Denali



▷ 2026 Sierra EV Elevation

4. Functionality varies by model. Full functionality requires compatible Bluetooth and smartphone, and USB connectivity for some devices. 5. Google built-in services are subject to limitations and availability may vary by vehicle, infotainment system, and location. Select service plan required. Certain Google Actions and functionality may require account linking. User terms and privacy statements apply. Google, Android Auto, Google Play and Google Maps are trademarks of Google LLC. 6. GM-estimated. Based on latest competitive data available. 7. Actual charge times will vary based on battery starting state of charge, battery condition, output of charger, vehicle settings and outside temperature. See the vehicle's Owner's Manual for additional limitations. 8. Bose is a registered trademark of the Bose Corporation in the U.S. and other countries. 9. Always pay attention while driving and when using Super Cruise. Always use Super Cruise in accordance with local laws. Do not use a handheld device.

Requires active Super Cruise plan or trial. Terms apply. Visit [gmc.com/explore-gmc/technology/super-cruise](https://gmc.com/explore-gmc/technology/super-cruise) for compatible roads and full details. 10. OnStar® plan, working electrical system, cell reception and GPS signal required. OnStar links to emergency services. Not all vehicles may transmit all crash data. Service coverage varies with conditions and location. Service availability, features and functionality vary by device and software version. Subject to user terms. See [onstar.com](https://onstar.com) for details and limitations. 11. The GM Energy PowerShift Charger and GM Energy V2H Enablement Kit require an adequately charged V2H-capable GM EV, a properly equipped home and proper grid interconnection. Weather conditions, life of the battery, vehicle variation and usage, and other external factors may impact the capacity and duration of power supply. Power supply may be interrupted. It is not recommended that the following devices be powered with the GM Energy PowerShift Charger and V2H Enablement Kit: medical devices.



Training, awareness and equipment all play roles in proper EV repairs

# SAFEKEEPING

With the growth of electric vehicles (EVs) in the past decade, a level of familiarity and confidence in servicing them would seem to develop.

But, for some, there's still a bit of the unknown when it comes to EV repairs. "Even though a high-voltage system might only make up 10 percent of an EV, it may get in the way of what you're working on, so you want to be cognizant of it," says Joe Ciagala, Brand Quality Manager for GM EV Propulsion.

## TRAINING

Several components play a role in enhancing service of EVs. One is taking EV courses to increase your awareness of EV architecture and potential concerns. ACDelco Training



offers a comprehensive Alternative Propulsion curriculum that focuses on understanding components, preparing a safe working environment and properly disabling a high-voltage system.

In addition to EV fundamentals, courses delve into specific EV models and their individual concerns and challenges. "You shouldn't touch an EV without a minimum

level of training," Ciagala says. "You always start with the awareness. All the cables that are high voltage are orange. Then there are things that you can learn that'll help you to be safer around these vehicles. You might learn so much that you want to know more, and it makes you more comfortable."



## NEED TO KNOW

Being aware of the basics of EV repair, such as high-voltage cables being orange (at left), helps technicians maintain a safer environment.

## INSPECTION

If an EV has been involved in any kind of collision or accident, there should be a complete vehicle inspection. "You need to know what type of accident the vehicle was in, how damaged it is and if the damage is near the battery," Escamilla says. "All these factors could affect the high-voltage system and whether it needs to be disabled."

Water intrusion in the battery, for example, could lead to a short and a potential fire. As a result, Escamilla advises that the inspection take place outside the repair bay. Other areas to look out for include exposed cables, which potentially could lead to electric shock.

## PROCEDURES

The understanding you build with EV training is essential when determining whether repairs need to involve any disablement. "If I'm working a foot from a high-voltage component and I'm just going to replace a headlight bulb, how worried do I need to be? Probably not much," Ciagala says. "But if I'm a foot away and I'm going to bring out my torch or my grinder, maybe I need to understand what could happen to this high-voltage system."

Service procedures on Service Information (SI) outline how to proceed with these scenarios. If necessary, most procedures call for disablement up front. "If you are following a procedure on replacing an A/C compressor, it will link you to instructions for disabling the high-voltage system," says Valdemar Escamilla Sr., Lead Senior HV SID – Propulsion Controls Diagnostics.

## EQUIPMENT

Most procedures call for the minimum level of Personal Protective Equipment (PPE), with safety goggles or some type of face shielding along with certified, up-to-date class "0" insulation gloves.

Ciagala says the gloves are essential while doing zero-volt testing; the gloves don't come off until the absence of voltage has been confirmed. Safety glasses protect against arc flashes caused by exposed connectors. Certain procedures or

scenarios might require more extensive protection, such as the arc-rated 8-cal/cm<sup>2</sup> Hazard Risk Category 2 (HRC 2) PPE-compliant with National Fire Protection Association (NFPA)-standard NFPA 70E shown at left.

Training and service information help you to identify such risks. ■



**W**hen the K2 line of GM light-duty trucks and SUVs ended production after the 2020 model year, so too ended the offering of a complete front-axle unit to address service concerns. Instead, technicians had to address repairs on an individual component basis, which led to its own challenges.

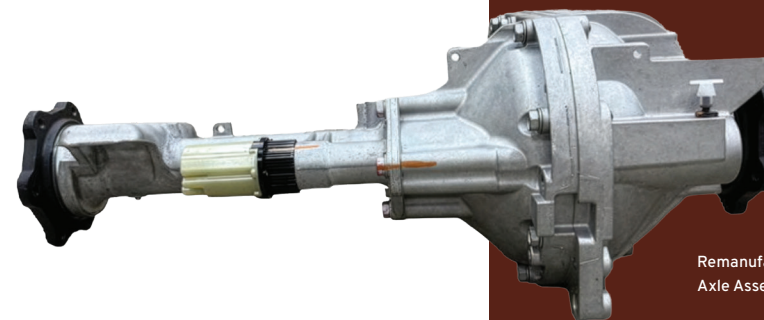
These include making the new part work seamlessly with the other front-axle components, the need for additional items such as sealant, and potentially higher labor rates. It became clear there was the need for a turnkey, full assembly solution, and GM Genuine Parts stepped forward with an answer.

The Remanufactured Drive Axle Assembly (Part #19435909) is a turnkey

offering that allows technicians to drop in a complete unit that meets the fit and functionality of an Original Equipment (OE) system, all at an attractive price point. The assembly was launched last May with a gear ratio of 3.42. Later this year, two new assemblies will be made available with gear ratios of 3.08 (Part #19541826) and 3.23 (Part #19541828), respectively.

The remanufactured assembly has undergone comprehensive testing of critical functions and parameters – such as backlash inspections, leak checks, 4WD actuator functionality and fastener torque – to ensure customers receive an assembly built to the exact specifications their vehicle needs for optimal performance and longevity.

All remanufactured drive assemblies



Remanufactured Drive Axle Assembly

receive a full overhaul with brand-new replacement components for internal wear parts and other critical components (such as gaskets and seals) sourced directly from the original manufacturer.

Encouraged by the response to the reman front-axle assembly with the K2 line, plans have been discussed to develop remanufactured front-axle, rear-axle and rear-drive assemblies for the current T1 line of light-duty trucks and SUVs. ■

## Target Models

Technicians can install the Remanufactured Drive Axle Assembly (Part #19435909) on the following vehicles:

- 2015 – 2020 Escalade
- 2015 – 2020 Escalade ESV
- 2014 – 2018 Silverado 1500
- 2019 Silverado 1500 LD
- 2015 – 2020 Suburban
- 2015 – 2020 Tahoe
- 2014 – 2018 Sierra 1500
- 2019 Sierra 1500 Limited
- 2015 – 2020 Yukon
- 2015 – 2020 Yukon XL

# ASSEMBLY NOT REQUIRED

Reman unit provides turnkey solution to time-consuming front-axle repairs



► 2020 Chevrolet Suburban

## Environmental factors can lead to aero shutter–related diagnostic codes

### AERO SHUTTER PERFORMANCE:

# An Open or Shut Case

The Active Grille Air Shutters on 2019-2026 Chevrolet and GMC light-duty trucks and SUVs, Chevrolet and GMC HD trucks, and the Cadillac Escalade are designed to enhance vehicle aerodynamics, helping to increase efficiency while also reducing fuel consumption. The shutters will open or close depending on the driving situation and current vehicle operation. However, the performance of the system can be affected by a number of environmental conditions, including dirt, dust, ice and snow.

The Active Grille Air Shutters system consists of one or two shutter mechanisms located in the front grille for controlling the amount of air flowing through the grille. The control module determines the necessary shutter state based on various conditions, including vehicle speed, coolant temperature, fan state and ambient temperature. When engine cooling and air conditioning loads are relatively low and high levels of front-end airflow are not required, the aero shutters will close. If high levels of airflow are required, one or both shutters will open.

For additional information about other aero shutter-related DTCs, refer to Bulletin #21-NA-077 in the appropriate GM Service Information section.

### Performance Issues

When there is an issue that affects aero shutter performance – such as electrical integrity, displaced vanes or debris – that could cause shutter movement to be blocked, several Diagnostic Trouble Codes (DTCs) could set and the Check Engine lamp may illuminate on the instrument cluster. For example, in colder regions, snow or ice accumulation may affect the operation of the Active Grille Air Shutter Actuator. And in wet regions, dirt and mud may build up on the actuator. Once the vehicle is cleaned of the debris, proper operation may return and it may not be necessary to replace the component.

An aero shutter performance issue will always set DTC P059F (Active Grille Air Shutter Performance) and U0284 (Lost Communication with Active Grille Air Shutter Actuator 1) for the upper shutter and DTC P05AE (Active Grille Air Shutter 2 Performance) and U0285 (Lost Communication with Active Grille Air Shutter Actuator 2) for the lower shutter. An aero shutter should never be replaced if these DTCs are not set.

### Checking Operation

A scan tool can be used to verify proper aero shutter operation. With the engine running, check the following parameters:

Active Grille Air Shutter Ice Protection Mode = Inactive

Active Grille Air Shutter Initialization Status = Complete

In colder climates, make sure the vehicle is warmed to 50°F before proceeding with the Active Grille Air Shutter initialization.



### Clear It Up

Check for road debris in the shutter (top) and for any wiring issues in the harness (bottom) that could affect operation.

If there are any communication codes set, check the continuity on the engine wiring harness to see whether there is high resistance present along the wiring. If any corrosion is found, repair the harness. Also inspect all connectors to the aero shutters for corrosion and water intrusion.

Road debris also can cause a shutter to bind or be displaced. After removing the debris, look for a louvre/vane that may have become disengaged from the linkage or may be binding on another component. Keep in mind that on vehicles equipped with upper and lower shutters, the top passenger-side louvre/vane on the upper shutter is intentionally missing from the shutter assembly for airflow reasons. Once repairs are complete, functionally test each shutter assembly to the fully open-and-close position twice. ■