



Preliminary Information

PIT5743 Diagnostic Tips - SES MIL DTC B2B0D and/or B2B0E

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Chevrolet	Silverado 1500 (New Model)	2019	All	All	All	All
Chevrolet	Silverado	2020	All	All	All	All
GMC	Sierra 1500 (New Model)	2019	All	All	All	All
GMC	Sierra	2020	All	All	All	All

Involved Region or Country	North America
Condition	Some customers may comment on any of the following symptoms: - SES MIL - No Start and/or No Crank When checking for DTC's a B2B0D and/or B2B0E will be set in the K56 Serial Data Gateway Module. Additionally, the following DTCs MAY be set as well: P305B, P305C, P305D, P305E, and/or P2535.
Cause	There could be a number of different causes for these concerns, but normally it is not caused by a faulty K56 Serial Data Gateway Module.

Correction:

Below are some additional diagnostic tips if a root cause is not found after performing normal SI diagnostics.

1. Inspect for any aftermarket electrical equipment that is wired into the ignition main circuits. The most common areas for these devices to be connected is at the X50A UBEC and/or X51R right IP fuse blocks, example Document ID: 5257400.
2. Inspect for engine wiring harness damage per:
 - For 2.7L engines - [PIT5677C](#)
 - For 4.3L engines - [PIT5742](#) and [PIT5713](#)
 - For V8 engines - [PIT5742](#)
3. Inspect for the KR73 Ignition Main relays (one located in the X50A UBEC and another on the back side of the X51R right IP fuse block) for not being fully seated.
4. Inspect for a faulty/sticking KR73 Ignition Main relay in the X50A UBEC.

Warranty Information

The correction for this concern may be one of several repairs described above. For vehicles repaired under warranty, please use the appropriate warranty labor operation based on the actual cause and repair.

Version History

Version	1
Modified	04/30/2020 - Created on



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