



Preliminary Information

PIT5564C SIR MIL With DTCs B0012 B0013 B0014 B0015 B0019 B0020 B0021 and/or B0022 (Aftermarket USB/Phone Charger)

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Cadillac	Escalade Models	2007 - 2020	All	All	All	All
Chevrolet	Avalanche	2007 - 2013	All	All	All	All
Chevrolet	Silverado	2007 - 2018	All	All	All	All
Chevrolet	Silverado LD	2019	All	All	All	All
Chevrolet	Silverado 2500/3500	2019	All	All	All	All
Chevrolet	Suburban	2007 - 2020	All	All	All	All
Chevrolet	Tahoe	2007 - 2020	All	All	All	All
GMC	Sierra	2007 - 2018	All	All	All	All
GMC	Sierra Limited	2019	All	All	All	All
GMC	Sierra 2500/3500	2019	All	All	All	All
GMC	Yukon Models	2007 - 2020	All	All	All	All
Holden	VF/WN	2014 - 2017	All	All	All	All

Supersession Statement

Involved Region or Country	North America
Condition	Some owners may comment of an intermittent SIR MIL. When checking for DTC's, any of the following may be set: B0012, B0013, B0014, B0015, B0019, B0020, B0021, and/or B0022. In most cases, it will have symptom codes for both high and low loop resistance (0D - Loop Resistance Above Threshold and 0E - Loop Resistance Below Threshold).
Cause	<p>This concern could be caused by interference from an aftermarket USB and/or phone charger plugged into the 12 volt power outlet. Below is a screen print of the scan tool displaying the resistance of an air bag deployment loop.</p> <ul style="list-style-type: none"> - 1 is with only a USB charger plugged into the center console 12 volt power outlet and slight resistance changes can be seen. - 2 is when a phone was plugged into the USB charger and the deployment loop resistance is fluctuating up and down greatly. This fluctuation up and down is why many cases will have both symptoms codes for the loop resistance being above and below threshold (0D and 0E). - 3 is with everything unplugged from the 12 volt power outlet and the resistance is very steady, as it should be.



Correction:

If, after following normal diagnostics and the root cause is not found, inspect the vehicle and/or question the customer if they are using any type of USB/phone charger/etc.

As in the example above, the scan tool was used to monitor the suspect air bag loop resistance while using/operating the aftermarket item plugged into the 12 volt power outlet.

If the concern is intermittent and/or can not be duplicated, ask the owner to refrain from using anything that is being plugged into the 12 volt power outlets and see if the issue goes away.

Shown below is one example of a USB charger that has caused this type of concern.





Version History

Version	4
Modified	04/24/2017 - Created on 07/05/2017 - Updated model years. 04/12/2019 - Updated model years. 06/12/2020 - Updated model years.



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