



Preliminary Information

PIT5743D 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 All Models | 2020 - 2021 | All | All | All | All |
| Chevrolet | Silverado 1500 LTD (RPO J21, VIN Digit 5 = W or Y) | 2022 | All | All | All | All |
| Chevrolet | Silverado 2500/3500HD | 2022 - 2023 | All | All | All | All |
| GMC | Sierra 1500 (New Model) | 2019 | All | All | All | All |
| GMC | Sierra All Models | 2020 - 2021 | All | All | All | All |
| GMC | Sierra 1500 Limited (RPO J21, VIN Digit 5 = 8 or 9) | 2022 | All | All | All | All |
| GMC | Sierra 2500/3500HD | 2022 - 2023 | All | All | All | All |

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|----------------------------|---|
| Involved Region or Country | North America |
| Condition | <p>Some customers may comment on any of the following symptoms:</p> <ul style="list-style-type: none"> - SES MIL - No Start and/or No Crank <p>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.</p> |
| 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. If applicable, inspect for engine wiring harness damage per bulletin [21-NA-149](#).
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.

Tip: If the KR73 ignition main relay is suspect, but the issue is intermittent, then try to gently push, pull, tap, etc. on the relay to see if you are able to duplicate the issue.

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

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| Version | 5 |
| Modified | 04/30/2020 - Created on. 08/16/2021 - Update to the model year and Correction sections. 10/12/2021 - Update to the correction section. 01/12/2023 - Update to the models. 01/09/2024 - Correction to the Models. |



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