



Service Bulletin

Bulletin No.: PIT6396A

Date: August, 2025

PRELIMINARY INFORMATION

Subject: SES MIL with DTC P2535 / P12A6 / P10DA / C111B / P157A After Fuel Pump Driver Module Replacement 13565642

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Silverado 1500	2020-2021		ALL	All	3.0L LM2	All
Chevrolet	Silverado 1500 LTD (RPO J21, VIN Digit 5 = W or Y)	2022		All	All	3.0L LM2	All
Chevrolet	Silverado 2500	2020-2023		All	All	6.6L L5P	All
Chevrolet	Silverado 3500	2020-2023		All	All	6.6L L5P	All
GMC	Sierra 1500	2020-2021		All	All	3.0L LM2	All
GMC	Sierra 1500 Limited (RPO J21, VIN Digit 5 = 8 or 9)	2022		All	All	3.0L LM2	All
GMC	Sierra 2500	2020-2023		All	All	6.6L L5P	All
GMC	Sierra 3500	2020-2023		All	All	6.6L L5P	All

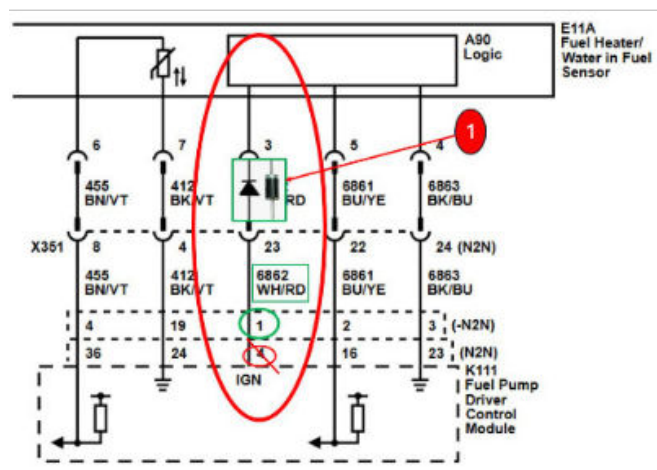
Involved Region or Country	North America
Additional Options (RPO)	Without Dual Fuel Tanks N2N
Condition	After the K111 fuel pump driver module is replaced with GM P/N 13565642 a SES MIL with DTC P2535, P12A6, P10DA, C111B, and/or P157A maybe set. If the DTCs are cleared, they will stay cleared for that ignition cycle but will return at ignition on for the following ignition cycles. Note: Please verify the correct part number 13565642 fuel pump driver module is installed. If the incorrect fuel pump control module is installed the same DTCs can reset even after performing this PI. Cases have been received of repeat come backs due to the incorrect part number 13565641 being installed.
Cause	The cause of this concern is the K111 Fuel pump driver module has changed P/N from 13558813, 13540026 and 13531869 to one new P/N of 13565642. The new P/N could cause a voltage feed back of approximately 2 volts on the Ignition 1 circuit 439 after the ignition is turned off. The voltage is back feeding through the water-in-fuel sensor circuit 6862 terminals 1 of the K111 Fuel pump driver module. Note: If circuit 6862 does not go to terminal 1 of the K111 Fuel pump driver module then disregard this PI as it does not apply.

Correction

Use GDS2 and go into one of the ECM data lists that displays the parameter for the Ignition 1 voltage. In most cases, the ignition 1 voltage parameter can be found using the following GDS2 path: ECM>Data Display>Auto Trans Data parameter "Ignition 1 Signal" volts. With the ignition turned on there should be system voltage. Next, while monitoring the parameter turn the ignition off and check if the voltage drops to around 2 volts. If so, then unplug the E11A Fuel Heater/Water In Fuel sensor and recheck the ignition 1 voltage parameter again using GDS2. If the ignition 1 voltage now drops to near 0 volts, when the ignition is turned off, then continue with the below repairs. If the voltage does not drop, then this PI does not apply and perform normal SI diagnostics.

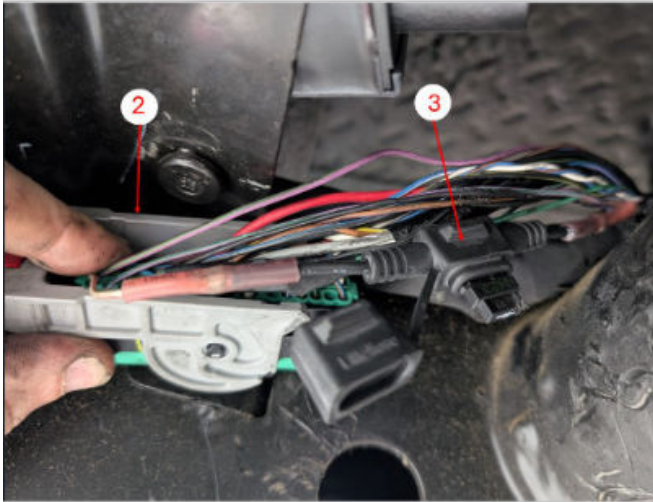
Repair information

Engineering is working on design improvements for a new fuel pump driver module. In the meantime, a diode can be installed in line with the water-in-fuel sensor circuit 6862, shown below (1), to correct the issue.



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1. Locate either the K111 fuel pump driver module connector terminal 1 OR the E11A Fuel Heater/Water In Fuel sensor connector terminal 3, whichever is the most convenient to install a mini inline fuse holder. Next, cut circuit 6862 a few inches from the connector. Then connect a mini fuse holder, see parts sections for details, in line with circuit 6862 using two salmon splice sleeves, as shown below (3). In the example below, the repair is being done at the K111 fuel pump driver module (2) end, but it could be done at the E11A Fuel Heater/Water In Fuel Sensor connector end, whichever is most convenient.



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2. Install a fuse style diode, GM P/N 12135037, into the mini inline fuse holder so the arrow on the diode is pointing towards the E11A Fuel Heater/Water In Fuel Sensor, as shown above (1).

3. After installing the diode close the weather seal cap on the mini inline fuse holder and then wrap tape around the cap to help keep it closed. Then retape the wiring harness as shown below (4). In the example below, the weather seal cap was not taped close, but it needs to be to help keep it from opening.

4. After the repairs are completed use GDS2 to verify the ECM Ignition 1 voltage now drops to near 0 volts when the ignition is turned off.



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Parts Information

Description	Part Number	Qty
Diode	12135037	1
Sealed mini fuse holder	Obtain locally Littlefuse 0FHM0003Z XJP or similar	1
Salmon splice sleeves	19300089	2

Warranty Information

For vehicles repaired under the Bumper-to-Bumper coverage (Canada Base Warranty coverage), use the appropriate labor operation for the repair being performed. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
5480948*	Install diode into circuit 6862 to prevent voltage feedback	1.0 Hrs
*This is a unique Labor Operation for Bulletin use only.		

Version	2
Modified	06/11/2025 — Created on. 08/04/2025 - Updated to add a note to the Cause section

