Service Bulletin

Bulletin No.: PIT5993F

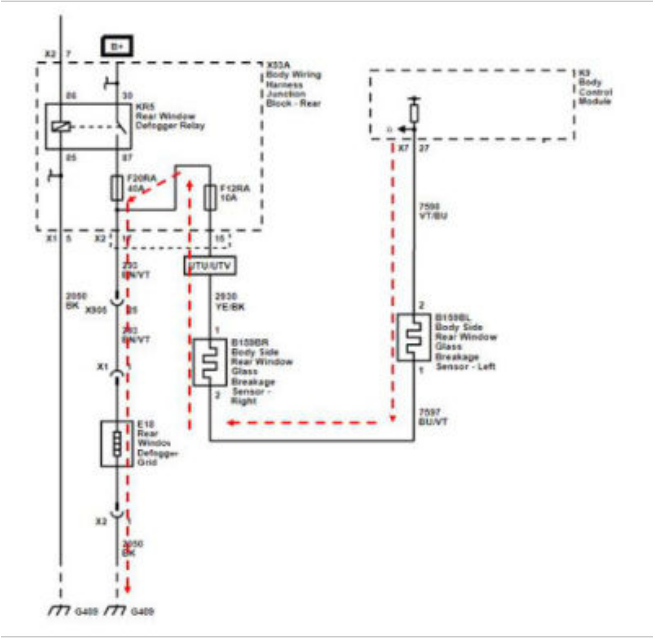
Date: January, 2026

PRELIMINARY INFORMATION

Subject: No Crank Due To Dead Battery / Battery Draw / Unwanted Alarm

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Cadillac	Escalade	2021 - 2026		All	All	All	All
Cadillac	Escalade ESV	2021 - 2026		All	All	All	All
Chevrolet	Suburban	2021 - 2026		All	All	All	All
Chevrolet	Tahoe	2021 - 2026		All	All	All	All
GMC	Yukon	2021 - 2026		All	All	All	All
GMC	Yukon XL	2021 - 2026		All	All	All	All

Involved Region or Country	North America
Additional Options (RPO)	Theft-deterrent alarm system RPO UTT Or UTR
Condition	Some customers may comment on a low or dead battery, no crank due to a dead battery or unwanted alarm.
Cause	These concerns could be caused by high resistance in the glass breakage loop, which is shown below with a dotted red line. The glass breakage loop consists of the rear window defogger grid and each rear quarter glass, which are all connected in series. Normally, the complete glass breakage loop should have less than 20 ohms of resistance to ground. If there is high resistance or a break at any place in this series circuit, it could cause the condition. **Note:** In some cases, the battery draw can only be duplicated if the vehicle is completely closed up (all doors and hood latches tripped) and the vehicle is locked, but in other cases the vehicle does not need to be closed and locked up.



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Correction

Note: A low battery or battery disconnect can cause DTC B192A to set current in the BCM and for the DTC to clear the BCM must run and pass its diagnostic for the DTC. The BCM runs the diagnostic when the theft system is armed. To arm the theft system, perform the following: exit the vehicle with all the fobs and close all doors, liftgate and hood. Then lock the vehicle with the fob and allow it to set for several minutes so the theft system arms. During this time the BCM will test the glass breakage loop and if the loop is complete the DTC will go to history and if so then no further repairs are needed.

To test the glass breakage loop, disconnect the battery and the BCM X4 and X7 connectors. Using the correct test probe EL-35616-58 (BK) check for proper terminal tension at the BCM X7 terminal 27. If terminal tension is good, then use an ohmmeter to check the resistance of the glass breakage loop to the BCM ground. Do this by connecting one lead of the ohmmeter to the BCM ground at connector X4 terminal 24 or 25 and the other ohmmeter lead to terminal 27 of the BCM X7 connector. Measure the resistance.

If the resistance to ground is greater than 20 ohms, then inspect the glass breakage loop for poor connections, which could occur at any point in the series circuit, shown above. The most common areas seen are the connections at either of the rear quarter glass assemblies.

Note: In some cases, it has been found that the connection issues at the rear quarter glasses were caused by the installation of aftermarket window tint, decals, stickers, etc. and these types of failures are NOT covered under warranty.

If an open circuit is not found and there is a B192A set as either active or in history, please contact TAC for further instructions.

If the resistance to ground is less than 20 ohms, then the loop resistance is within spec, but if you are dealing with an intermittent issue then inspect and manipulate the glass breakage loop connections/wiring to see if the resistance increases. Repair any points of high resistance.

Warranty Information

For vehicles repaired under warranty, please use the appropriate warranty labor operation based on the actual cause and repair.

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Additional SI Keywords
B192A draw lo low parasitic

Version	7
Modified	03/23/2023 - Created on. 05/15/2024 - Update to the model year. 04/25/2023 - Update to the Cause, Correction and Warranty sections 12/03/2024 - Update to the model year. 03/07/2025 - Update to the Correction section 10/22/2025 - Update to the Models and Correction sections. 01/15/2026 - Update to the Correction section.