



Preliminary Information

PIT5308B Remote Start Inoperative / Power Lift-Gate Inoperative / Start And Stall / No Start / Blower Motor Stays On With Ignition Off / SES MIL / DTC P2537 P129D

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Cadillac	Escalade	2015 - 2017	All	All	All	All
Chevrolet	Silverado 1500	2014	All	All	All	All
Chevrolet	Silverado	2015 - 2017	All	All	All	All
Chevrolet	Suburban	2015 - 2017	All	All	All	All
Chevrolet	Tahoe	2015 - 2017	All	All	All	All
GMC	Sierra 1500	2014	All	All	All	All
GMC	Sierra	2015 - 2017	All	All	All	All
GMC	Yukon	2015 - 2017	All	All	All	All

Supersession Statement:

This PI was superseded to update the Title, Condition and Recommendation sections. Please discard PIT5308A.

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition / Concern

Some owners may comment on any of the following issues:

- Remote start is inoperative
- Power lift gate (RPO TB5) is inoperative with the ignition off. If the ignition is turned on, it will work correctly.
- DTC P2537 and/or P129D may be set
- Crank but no start or start and stall
- Vehicles equipped with the diesel engine, the blower motor may stay on after the engine is turned off, which may cause the battery to go dead. After the engine is turned off, if the ignition is cycled to run, and back to the off position, the blower motor may turn off. These concerns may be caused by the ECM and/or TCM not receiving the 12 volt accessory wakeup signal from the BCM. Reference the accessory wake up circuit 5985 wiring diagrams in SI under Power and Signal Distribution/ Data Communications/ Schematic and Routing Diagrams/ Data Communication Schematics/ Accessory Wakeup and Communications Enable.

Recommendations / Instructions

Using a voltmeter, check circuit 5985 at the ECM and TCM. There should be approximately 12 volts present with the BCM wake. You may notice with the ignition turned off, there is still voltage present. This is because the BCM may still be awake. This should be considered normal. If no or low voltage is found, use the wiring diagram in SI and perform normal circuit diagnosis.
Tip: Circuit 5985 is a low amperage signal circuit and it may not be able to power certain test lights or bulbs. The use of a voltmeter and small bulb, example 194 bulb, is required to test the circuit. With a battery charger/maintainer connected, attach one side of a 194 bulb to circuit 5985 and the other side to a good ground (battery negative). Next, wake up the BCM (by turning the headlights on, turning the ignition on, ect.) and make sure the bulb lights. If the bulb does NOT light, inspect for high resistance/open in circuit 5985. If the bulb lights, use a voltmeter and measure the voltage across the 194 bulb, to make sure there is at least 11 volts, if not inspect for high resistance/open in circuit 5985.

NOTE: A 194 bulb draws approximately 250 ma. Attaching too much of a load to circuit 5985 will pull the voltage down below 11 volts and lead to misdiagnosis.

One known area for high resistance/open in circuit 5985 is under the drivers sill plate, as shown below. Call out 1 indicates the front of the vehicle.



Warranty Information

For wiring repairs covered under warranty, please refer to latest version of bulletin [10-00-89-005](#) for warranty information on wire/connector repairs.

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.