



Preliminary Information

PIP5719A Possible Crank No Start or Extended Crank With DTC P12A6 Set As Current or History

Proactive

Product Investigation Review Required

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Cadillac	Escalade	2020	All	All	5.3 L83 and 6.2 L86	All
Chevrolet	Equinox	2020	All	All	1.5 LYX	All
Chevrolet	Malibu	2020	All	All	1.5 LFV	All
Chevrolet	Silverado 1500 (New Model)	2020	All	All	3.0 LM2, 5.3 L82/L84 and 6.2 L87	All
Chevrolet	Silverado 2500/3500	2020	All	All	6.6 L8T	All
Chevrolet	Silverado 2500/3500	2017 - 2020	All	All	6.6 L5P	All
Chevrolet	Silverado 4500HD, 5500HD and 6500HD	2019 - 2020	All	All	6.6 L5D	All
Chevrolet	Suburban	2020	All	All	5.3 L83 and 6.2 L86	All
Chevrolet	Tahoe	2020	All	All	5.3 L83 and 6.2 L86	All
GMC	Sierra 1500	2020	All	All	3.0 LM2, 5.3 L82/L84 and 6.2 L87	All
GMC	Sierra 2500/3500	2020	All	All	6.6 L8T	All
GMC	Sierra 2500/3500	2017 - 2020	All	All	6.6 L5P	All
GMC	Yukon	2020	All	All	5.3 L83 and 6.2 L86	All
GMC	Terrain	2020	All	All	1.5 LYX	All

Involved Region or Country:	North America
Condition:	Possible Crank no start or extended crank with DTC p12A6 set current or history.
Cause:	Fuel Pump Control Module internal capacitor concern.

Correction

You may encounter a vehicle that has DTC P12A6 set as current or in history and this could be accompanied with a crank no start or extended crank issue and additional DTC's P00C6, P00F4, P0098, P2199, and/or P0096.

If the above concern is encountered replace the Fuel Pump Control Module and complete the diagnostic repair verification for DTC P12A6.

If any trouble codes reset complete the published SI diagnostics for the failed DTC's.

No further codes reset return vehicle to customer.

Once more information becomes available this PI will be updated to a bulletin.

Version History

Version	1
Modified	03/31/2020 - Created on 04/17/2020 Updated to include full size truck, MD and SUV equipped with SB gas engine and 3.0, 6.6 diesel applications.



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