



Preliminary Information

PIT5687A SES MIL / No Start / Stall / DTCs P16A7 P16AF

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Chevrolet	Silverado 1500 (New Model)	2019	All	All	LV3 L82 L84 L87	All
Chevrolet	Silverado 1500	2020 - 2024	All	All	LV3 L82 L84 L87	All
GMC	Sierra 1500 (New Model)	2019	All	All	LV3 L82 L84 L87	All
GMC	Sierra 1500	2020 - 2024	All	All	LV3 L82 L84 L87	All

Involved Region or Country	North America
Additional Options (RPO)	With Engine RPO LV3, L82, L84 or L87
Condition	Some customers may comment on a SES MIL, Crank No Start, and/or stalling concern. When checking for DTC's, the ECM will have P16A7 and/or P16AF set.
Cause	These concerns could be caused by no/low voltage at the ECM power circuit 5290, connector X1 terminal 49. In most cases, this is due to poor terminal tension at the ECM X1 connector pin 49.

Correction:

The following information provides some diagnostic tips and does not replace SI diagnostics. As always, follow SI diagnostics.

1. Inspect ECM Fuse #86 (30 amp), in the UBEC, for being open. If the fuse is open, perform normal diagnostics by inspecting the harness for a short to ground.
2. If the fuse is not open, install a battery tender (GR8) and turn the ignition on. Verify that the battery voltage at the ECM Fuse #86 in the UBEC is greater than 12 volts. If no/low voltage is present, inspect for proper operation of the KR75 Engine Control Ignition Relay in the UBEC.
3. If battery voltage is present, turn the ignition off and gain access to the ECM X1 connector. Using the correct test probe (J-35616-35 VT) perform a terminal drag test at pin 49 of the X1 ECM connector. If the terminal is found to have poor drag, replace it with the terminated lead listed in the SI connector end view document.

Warranty Information

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

Version History

Version	2
Modified	05/17/2019 - Created on 01/02/2024 - Update to the model years



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