



# Preliminary Information

## PIP5853B TCCM Drivability DTCs and Possible Low Battery Charge Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Chevrolet	Silverado 4500 HD, 5500HD, 6500HD	2019 - 2023	All	All	All	All

Involved Region or Country	North America
Condition	<p>The vehicle may have a concern with the TCCM. causing DTC to set (see below) and possible a discharged battery.</p> <p>DTCs setting in the K69 Transfer Case Control Module:</p> <ul style="list-style-type: none"> <li>C0396/00 Range Actuator Position Sensor Circuit</li> <li>P215A/5A Vehicle Speed Signal - Wheel Speed Signal Not Plausible</li> <li>U0121/00 Loss communication with Brake Control Module</li> <li>B0790/00 Transfer Case Neutral Range Indicator Control Circuit</li> <li>C0550/00 Electronic Control Unit</li> <li>C2A24/00 Transfer Case Shift Pending Signal Not Plausible</li> <li>P0606/00 Control Module Processor Performance</li> <li>C0398/00 Range Actuator Position - Range Position Correlation</li> <li>P279C/00 Transfer Case High or Low Range Detected In Neutral Range</li> <li>B2725/00 Transfer Case Range Selection Switch Circuit</li> </ul>
Cause	Possible internal diode concern in the TCCM.

**Correction:**

Verify the TCCM internal diode function. With the TCCM connectors disconnected and the key off, set multimeter to Diode Test Setting, Red lead to the X2-6 terminal and the Black lead to the X2-4 terminal and record reading.

Next swap the leads red lead to X2-4 and Black lead to X2-6, record reading.

If both voltage readings are 1.65 +/- .33 volts.

There is no need to replace the TCCM if the voltages are 1.65 +/- .33 volts

Clear the codes and return the vehicle to the customer

If one or both readings is below 1.32, replace TCCM and retest for fault code.

Engineering is looking into the concern, and information will be updated when obtained.

Note: Some of these codes can be set by multiple failed shift attempts with this transfer case; we do need to have some movement. This could be as little as turning the steering wheel stop to stop, for both 4 high and 4 low range. This transfer case does not use a synchronizer, it is a gear to gear set up.

Per the Owner's Manual:

### Shifting Into 2 High from 4 High

The ignition must be on and the vehicle must be moving less than 16 km/h (10 mph).

Turn the knob to 2 m.

The indicator light will remain on the selected setting when the shift is complete.

If the vehicle is moving more than 16 km/h (10 mph), the indicator light will flash and the shift will not occur.

If the shift does not occur, turn the knob back to the original position and attempt the shift again.

### Shifting Into 4 Low

The ignition must be on and the vehicle speed must be less than 4 km/h (3 mph) with the transmission in N (Neutral).

Turn the knob to 4 n.

Wait for the 4 n indicator light to stop flashing before shifting the transmission into gear.

The indicator light will remain on the selected setting when the shift is complete.

If the vehicle is moving more than 4 km/h (3 mph), the indicator light will flash and the shift will not occur.

If the shift does not occur, turn the knob back to the original position and attempt the shift again.

### Warranty Information

For vehicles repaired under the Powertrain coverage, use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Time
8486168*	TCCM Drivability DTC's and Possible Low Battery Charge Diode test	0.3 Hr.
*This is a unique Labor Operation for Bulletin use only.		

### Version History

Version	3
Modified	05/17/2022 - Created On. 07/27/2022 - Updated to correct labor operation 09/28/2022 - Updated to add additional information from owner's manual



GENERAL MOTORS