

2017 ACCESSORIES & EQUIPMENT

Data Communications - Description and Operation - Bolt EV

DESCRIPTION AND OPERATION

BODY CONTROL SYSTEM DESCRIPTION AND OPERATION

The body control system consists of the body control module (BCM), communications, and various input and outputs. Some inputs, outputs and messages require other modules to interact with the BCM. The BCM also has discrete input and output terminals to control the vehicle's body functions. The BCM is wired to the high speed GMLAN serial data bus, low speed GMLAN serial data bus and Multiple LIN buses and acts as a gateway between them.

Power Mode Master

This vehicle body control module (BCM) functions as the power mode master (PMM). The ignition switch is a low current switch with multiple discrete ignition switch signals to the PMM for determining the power mode that will be sent over the serial data circuits to the other modules that need this information; the PMM will activate relays and other direct outputs of the PMM as needed. Refer to [Power Mode Description and Operation](#) for a complete description of power mode functions.

Gateway

The body control module (BCM) in this vehicle functions as a gateway or translator. The purpose of the gateway is to translate serial data messages between the GMLAN high speed bus and the GMLAN low speed bus for communication between the various modules. The gateway will interact with each network according to that network's transmission protocol.

All communication between the BCM and a scan tool is on the high speed GMLAN serial data circuits. A lost communication DTC typically is set in modules other than the module with a communication failure.

Body Control

The various body control module (BCM) input and output circuits are illustrated in the corresponding functional areas on the BCM electrical schematics. Refer to the [Body Control System Schematics](#) for more detailed information.

DATA LINK COMMUNICATIONS DESCRIPTION AND OPERATION

NOTE: This is an overview of different serial data buses used by GM devices to communicate with each others. Use [Data Communication Schematics](#) to find out which serial data buses are configured for a specific vehicle.

Circuit Description

There are many components in a vehicle that rely on information from other sources, transmit information to other sources, or both. Serial data communication networks provide a reliable, cost effective, way for various components of the vehicle to "talk" to one another and share information.

GM uses a number of different communication buses to insure the timely and efficient exchange of information between devices. When compared to each other, some of these buses are different in nature as far as speed, signal characteristics, and behavior. An example of this is the High Speed GMLAN and Low Speed GMLAN buses.

On the other hand, when other buses are compared to each other they have similar characteristics and simply operate in parallel. In this case they are used to group together components which have high interaction. Examples are the High Speed GMLAN, Powertrain Expansion, and Chassis Expansion buses. This allows them to communicate with each other on a bus with reduced message congestion

insuring faster and the more timely exchange of information than if all vehicle devices were on a single bus.

The majority of information that exists within a given network generally stays local; however some information will have to be shared on other networks. Control modules designated as Gateway's perform the function of transferring information between the various buses. A Gateway module is connected to at least 2 buses and will interact with each network according to its message strategy and transmission models.

GMLAN provides the capability for a receiving device to monitor message transmissions from other devices in order to determine if messages of interest are not being received. The primary purpose is to allow reasonable default values to be substituted for the information no longer being received. Additionally, a device may set a Diagnostic Trouble Code to indicate that the device it is expecting information from is no longer communicating.

High Speed GMLAN Circuit Description

A High Speed GMLAN Bus is used where data needs to be exchanged at a high enough rate to minimize the delay between the occurrence of a change in sensor value and the reception of this information by a control device using the information to adjust vehicle system performance.

The High Speed GMLAN serial data network consists of two twisted wires. One signal circuit is identified as GMLAN-High and the other signal circuit is identified as GMLAN-Low. At each end of the data bus there is a 120 Ω termination resistor between the GMLAN-High and GMLAN-Low circuits.

Data symbols (1's and 0's) are transmitted sequentially at a rate of 500 Kbit/s. The data to be transmitted over the bus is represented by the voltage difference between the GMLAN-High signal voltage and the GMLAN-Low signal voltage.

When the two wire bus is at rest the GMLAN-High and GMLAN-Low signal circuits are not being driven and this represents a logic "1". In this state both signal circuits are at the same voltage of 2.5 V. The differential voltage is approximately 0 V.

When a logic "0" is to be transmitted, the GMLAN-High signal circuit is driven higher to about 3.5 V and the GMLAN-Low circuit is driven lower to about 1.5 V. The differential voltage becomes approximately 2.0 (+/- 0.5) V.

Chassis High Speed GMLAN Circuit Description

The GMLAN Chassis Expansion Bus is basically a copy of the High Speed GMLAN Bus except that its use is reserved for chassis components. This implementation splits message congestion between two parallel buses helping to insure timely message transmission and reception. Sometimes communication is required between the Chassis Expansion Bus and the primary High Speed GMLAN Bus. This is accomplished by using the K17 Electronic Brake Control Module (EBCM) as the Gateway module. Since the High Speed GMLAN Chassis Expansion Bus and primary High Speed GMLAN Bus operate in the same manner, the diagnostics for each are similar.

Powertrain High Speed GMLAN Circuit Description

The GMLAN Powertrain Expansion Bus is basically a copy of the High Speed GMLAN Bus except that its use is reserved for Hybrid powertrain components or Diesel powertrain components in some cases. The bus is optional based upon feature content. Sometimes communication is required between the Powertrain Expansion Bus and the primary High Speed GMLAN Bus. This is accomplished by using the K20 Engine Control Module (ECM) as the Gateway module. Since the High Speed GMLAN Powertrain Expansion Bus and the primary High Speed GMLAN Bus operate in the same manner, the diagnostics for each are similar.

All diagnostic information is available only through the primary high speed GMLAN bus.

High Voltage Energy Management High Speed GMLAN Circuit Description

The GMLAN High Voltage Energy Management Bus is basically a copy of the High Speed GMLAN Bus except that its use is reserved for Hybrid charging components of an electric vehicle. Sometimes communication is required between the Low Speed GMLAN Bus and the High Voltage Energy

Management Bus. This is accomplished by using the K114B Hybrid Powertrain Control Module 2 as the Gateway module. Since the High Speed GMLAN High Voltage Energy Management Bus and primary High Speed GMLAN Bus operate in the same manner, the diagnostics for each are similar.

All diagnostic information is available only through the primary high speed GMLAN bus.

Gateway Isolated High Speed GMLAN Circuit Description

NOTE: Continuity check cannot be performed between the X84 Data Link Connector (or control modules on the primary High Speed GMLAN Bus) and control modules on the Gateway Isolated High Speed GMLAN Bus.

The Gateway Isolated High Speed GMLAN Bus is an extension of the primary High Speed GMLAN Bus except it is separated from the primary High Speed GMLAN Bus by the K56 Serial Data Gateway Module for cybersecurity protection. The K56 Serial Data Gateway Module verifies data messages being transmitted from the control modules on the Gateway Isolated High Speed GMLAN Bus back to the primary High Speed GMLAN Bus are good with valid transmitter messages. This bus does not terminate to the X84 Data Link Connector.

The Gateway Isolated High Speed GMLAN Bus consists of two twisted wires. One signal circuit is identified as GMLAN-High and the other signal circuit is identified as GMLAN-Low. At each end of the data bus there is a 120 Ω termination resistor between the GMLAN-High and GMLAN-Low circuits.

Gateway Expansion High Speed GMLAN Circuit Description

NOTE: Continuity check cannot be performed between the X84 Data Link Connector (or control modules on the primary High Speed GMLAN Bus) and control modules on the Gateway Expansion High Speed GMLAN Bus.

The Gateway Expansion High Speed GMLAN Bus is not cybersecurity protected and does not terminate at the X84 Data Link Connector. This expansion bus is created to alleviate the throughput on the primary High Speed GMLAN Bus.

The Gateway Expansion High Speed GMLAN Bus consists of two twisted wires. One signal circuit is identified as GMLAN-High and the other signal circuit is identified as GMLAN-Low. At each end of the data bus there is a 120 Ω termination resistor between the GMLAN-High and GMLAN-Low circuits.

Ethernet Circuit Description

At the core of the infotainment system is the Radio Ethernet Audio Video Bridging switch which communicates directly to each contributing Infotainment module terminator. The Ethernet harness consists of twisted pair wires from point to point. Each device on the Ethernet infotainment system sends/receives data at 100 Mbit/s to/from a specified port at the Radio. The Radio/Ethernet will also be used to program USB software update files to the devices connected to the Ethernet ports.

The Radio is the Ethernet master. The Radio communicates with other devices and systems in the vehicle via GMLAN and LIN. Diagnostic Trouble Codes will be read on GMLAN to diagnose Ethernet, LIN and system faults. GMLAN will also be used for programming calibrations.

Low Speed GMLAN Circuit Description

Low Speed GMLAN Bus is used in applications where a high data rate is not required which allows for the use of less complex components. It is typically used for operator controlled functions where the response time requirements are slower than those required for dynamic vehicle control.

The Low Speed GMLAN Serial Data Network consists of a single wire, ground referenced bus with high side voltage drive. During on road vehicle operation data symbols (1's and 0's) are transmitted sequentially at the normal rate of 33.3 Kbit/s. For component programming only, a special high speed data mode of 83.3 Kbit/s may be used.

Unlike the high speed dual wire networks, the single wire low speed network does not use terminating resistors at either end of the network.

The data symbols to be transmitted over the bus are represented by different voltage signals on the bus. When the Low Speed GMLAN Bus is at rest and is not being driven, there is a low signal voltage of approximately 0.2 V. This represents a logic "1". When a logic "0" is to be transmitted, the signal voltage is driven higher to around 4.0 V or higher.

Gateway Isolated Low Speed GMLAN Circuit Description

NOTE: Continuity check cannot be performed between the X84 Data Link Connector (or control modules on the primary Low Speed GMLAN Bus) and control modules on the Gateway Isolated Low Speed GMLAN Bus.

The Gateway Isolated Low Speed GMLAN Bus is an extension of the primary Low Speed GMLAN Bus except it is separated from the primary Low Speed GMLAN Bus by the K56 Serial Data Gateway Module for cybersecurity protection. The K56 Serial Data Gateway Module verifies data messages being transmitted from the control modules on the Gateway Isolated Low Speed GMLAN Bus back to the primary Low Speed GMLAN Bus are good with valid transmitter messages. This bus does not terminate to the X84 Data Link Connector.

Local Interconnect Network (LIN) Circuit Description

The Local Interconnect Network (LIN) Bus consists of a single wire with a transmission rate of 10.417 Kbit/s. This bus is used to exchange information between a master control module and other smart devices which provide supporting functionality. This type of configuration does not require the capacity or speed of either a High Speed GMLAN Bus or Low Speed GMLAN Bus and is thus relatively simpler.

The data symbols (1's and 0's) to be transmitted are represented by different voltage levels on the communication bus. When the LIN Bus is at rest and is not being driven, the signal is in a high voltage state of approximately V_{batt} . This represents a logic "1". When a logic "0" is to be transmitted, the signal voltage is driven low to about ground (0.0 V).

Communication Enable Circuit Description

Devices on High Speed GMLAN Bus enable or disable communication based on the voltage level of the communication enable circuit. When the circuit voltage is high (around 12 V), communications are enabled. When the circuit is low, communications are disabled.

Data Link Connector (DLC)

The X84 Data Link Connector (DLC) is a standardized 16-cavity connector. Connector design and location is dictated by an industry wide standard, and is required to provide the following:

- Terminal 1: Low speed GMLAN communications terminal
- Terminal 2: Class 2 communications terminal
- Terminal 3: Object high speed GMLAN serial bus (+) terminal
- Terminal 4: Scan tool power ground terminal
- Terminal 5: Common signal ground terminal
- Terminal 6: High speed GMLAN serial data bus (+) terminal
- Terminal 7: Keyword communications terminal
- Terminal 11: Object high speed GMLAN serial bus (-) terminal
- Terminal 12: Chassis high speed GMLAN serial bus (+) terminal
- Terminal 13: Chassis high speed GMLAN serial bus (-) terminal
- Terminal 14: High speed GMLAN serial data bus (-) terminal
- Terminal 16: Scan tool power, battery positive voltage terminal

Auxiliary Data Connector

The X84B Auxiliary Data Connector is a standardized 16-cavity connector. The pinouts for this X84B Auxiliary Data Connector are as follows:

- Terminal 3: High Voltage Energy Management high speed GMLAN serial bus (+) terminal

- Terminal 4: Scan tool power ground terminal
- Terminal 5: Common signal ground terminal
- Terminal 8: Ground terminal for Auxiliary Data Connector identification
- Terminal 11: High Voltage Energy Management high speed GMLAN serial bus (-) terminal
- Terminal 12: Powertrain high speed GMLAN serial bus (+) terminal
- Terminal 13: Powertrain high speed GMLAN serial bus (-) terminal
- Terminal 16: Scan tool power, battery positive voltage terminal

Serial Data Reference

The scan tool communicates over the various buses on the vehicle. When a scan tool is installed on a vehicle, the scan tool will try to communicate with every device that could be optioned into the vehicle. If an option is not installed on the vehicle, the scan tool will display No Comm (or Not Connected) for that optional device. In order to avert misdiagnoses of No Communication with a specific device, refer to [Data Link References](#) for a list of devices and the buses they communicate with. Use schematics and specific vehicle build RPO codes to determine optional devices.

SERIAL DATA GATEWAY MODULE DESCRIPTION AND OPERATION

The K56 Serial Data Gateway Module is used to handle communications between multiple GMLAN busses and functions as a gateway to isolate the secure networks from the unsecured networks. It was created to mitigate bus loading to support cyber security and new active/advanced safety features like Limited Ability Autonomous Driving and Enhanced Collision Avoidance (if equipped). The K56 Serial Data Gateway Module is used as a frame-to-frame gateway for all functional messages.

Depending on the vehicle contents, the K56 Serial Data Gateway Module is gating between primary High Speed GMLAN Bus, Gateway Expansion High Speed GMLAN Bus, Gateway Isolated High Speed GMLAN Bus, and Chassis High Speed GMLAN Bus. The K56 Serial Data Gateway Module is also gating between primary Low Speed GMLAN Bus and Gateway Isolated Low Speed GMLAN Bus.

Communication between the K56 Serial Data Gateway Module and a scan tool is done through the primary High Speed GMLAN Bus.

2017 ACCESSORIES & EQUIPMENT**Data Communications - Diagnostic Information and Procedures - Bolt EV****DIAGNOSTIC INFORMATION AND PROCEDURES****CONTROL MODULE U CODE LIST**

This list includes all Data Communications related U-code DTCs in alphanumeric order with descriptors for all devices. Not all DTCs listed will be applicable to all vehicles.

For symptom byte information, refer to [Symptom Byte List](#).

DTC	DTC Descriptor
U0001	High Speed CAN Bus Malfunction
U0002	High Speed CAN Bus
U0009	High Speed CAN Bus [-] Shorted to Bus [+]
U0020	Low Speed CAN Bus
U0028	MOST Bus
U0029	MOST Bus Performance
U0073	Control Module Communication Bus A Off
	Control Module Communication High Speed CAN Bus Off
U0074	Control Module Communication Bus B Off
	Control Module Communication Powertrain Expansion CAN Bus Off
U0075	Control Module Communication Object Detection CAN Bus Off
U0076	Control Module Communication Powertrain Sensor CAN Bus Off
U0077	Control Module Communication Chassis Expansion CAN Bus Off
U0078	Control Module Communication Low Speed CAN Bus Off
U007A	Control Module Communication High Voltage Energy Management CAN Bus Off
U007B	Control Module Communication High Speed Extension CAN Bus Off
U007C	Control Module Communication High Speed Extension CAN Bus 2 Off
U007D	Control Module Communication Low Speed Extension CAN Bus Off
U007E	Control Module Communication FlexRay 1A Bus Off
U007F	Control Module Communication FlexRay 1B Bus Off
U0100	Lost Communication With Engine Control Module
U0101	Lost Communication With Transmission Control Module
U0102	Lost Communication with Transfer Case Control Module
U0103	Lost Communication with Shift Lever Module
U0104	Lost Communication With Cruise Control Module
U0105	Lost Communication with Fuel Injector Control Module
U0106	Lost Communication with Glow Plug Control Module
U0109	Lost Communication with Fuel Pump Control Module <i>(2013 and prior)</i>
	Lost Communication with Chassis Control Module <i>(2014 and beyond)</i>
U010C	Lost Communication with Turbocharger Boost Control Module
U010E	Lost Communication with Reductant Sensor Module
U010F	Lost Communication with Air Conditioning Control Module
U0111	Lost Communication with Battery Energy Control Module
U0112	Lost Communication with Battery Energy Control Module
U0114	Lost Communication with Four Wheel Drive Clutch Control Module
U0115	Lost Communication with Engine Control Module B
U0117	Lost Communication With Power Take-Off Control Module

DTC	DTC Descriptor
U0121	Lost Communication With Electronic Brake Control Module
U0122	Lost Communication With Vehicle Stability Control Module
U0123	Lost Communication with Yaw Rate Sensor Module
U0125	Lost Communication With Multi-Axis Acceleration Sensor Module
U0126	Lost Communication With Steering Wheel Angle Sensor Module
U0128	Lost Communication With Park Brake Control Module
U0129	Lost Communication with Brake System Control Module
U012A	Lost Communication With Chassis Control Module
U0130	Lost Communication With Power Steering Control Module
U0131	Lost Communication With Power Steering Control Module
U0132	Lost Communication With Suspension Control Module
U0133	Lost Communication With Air Suspension Control Module
U0134	Lost Communication with Power Steering Control Module - Rear
U0136	Lost Communication With Differential Control Module - Rear
U0137	Lost Communication with Trailer Brake Control Module
U0139	Lost Communication With Suspension Control Module 2
U0140	Lost Communication With Body Control Module
U0146	Lost Communication with Serial Data Gateway Module
U0151	Lost Communication With Inflatable Restraint Sensing and Diagnostic Module
U0154	Lost Communication with Passenger Presence Module
U0155	Lost Communication With Instrument Cluster
U0158	Lost Communication With Head-Up Display
U0159	Lost Communication With Parking Assist Control Module
U0160	Lost Communication With Chime Alarm Control Module
U0164	Lost Communication with HVAC Control Module
U0166	Lost Communication with Auxiliary Heater Control Module
U0167	Lost Communication with Immobilizer Control Module
U0168	Lost Communication With Keyless Entry Control Module
U016B	Lost Communication with Electric A/C Compressor Control Module
U0170	Lost Communication with Passenger Presence Detection Sensor Module
U017E	Lost Communication with Seat Belt Retractor Motor Module
U0181	Lost Communication with Automatic Headlamp Leveling Control Module
U0182	Lost Communication With Lighting Control Module - Front
U0184	Lost Communication With Radio
U0186	Lost Communication With Speaker Amplifier Module
U0196	Lost Communication With Rear Audio Control Module
U0191	Lost Communication With Television
U0193	Lost Communication With Digital Radio Receiver Control Module
U0197	Lost Communication With Telephone Control Module
U0198	Lost Communication with Telematics Communication Interface Control Module
U019E	Lost Communication With Transmission Range Control Module
U01A0	Lost Communication with Hybrid/EV Battery Interface Control Module 1
U01A1	Lost Communication with Hybrid/EV Battery Interface Control Module 2
U01A2	Lost Communication with Hybrid/EV Battery Interface Control Module 3
U01A3	Lost Communication with Hybrid/EV Battery Interface Control Module 4
U01A4	Lost Communication with Hybrid/EV Battery Interface Control Module 5
U01A5	Lost Communication with Hybrid/EV Battery Interface Control Module 6
U01A6	Lost Communication with Hybrid/EV Battery Interface Control Module 7
U01A7	Lost Communication with Hybrid/EV Battery Interface Control Module 8
U01B0	Lost Communication with Battery Monitor Module

DTC	DTC Descriptor
U01B4	Lost Communication with Brake System Control Module 2
U0201	Lost Communication with Passenger Door Switch Panel Control Module
U0203	Lost Communication With Left Rear Door Switch Panel Control Module
U0204	Lost Communication With Right Rear Door Switch Panel Control Module
U0207	Lost Communication With Moveable Roof Control Module
U0208	Lost Communication with Seat Memory Control Module
U0209	Lost Communication With Front Seat Heating Control Module
U0210	Lost Communication With Rear Seat Heating Control Module
U0230	Lost Communication With Liftgate Control Module
U0231	Lost Communication with Rain Sensor Module
U0232	Lost Communication with Side Object Detection Control Module - Left
U0233	Lost Communication with Side Object Detection Control Module - Right
U0236	Lost Communication With Steering Column Lock Module
U0237	Lost Communication With Multimedia Player Interface Module
U023A	Lost Communication With Vehicle Direction Camera Control Module (without UGN)
	Lost Communication With Active Safety Control Module 1 (with UGN)
U023B	Lost Communication with Active Safety Control Module 2
U023C	Lost Communication with Night Vision Camera Control Module
U0241	Lost Communication With Left Headlamp High Beam Control Module
U0242	Lost Communication With Right Headlamp High Beam Control Module
U0248	Lost Communication with Remote Accessory Module
U0249	Lost Communication with Rear Seat Entertainment Control Module
U0250	Lost Communication with Impact Classification System Module
U0252	Lost Communication With Trailer Interface Control Module
U0253	Lost Communication with Accessory Protocol Interface Module
U0254	Lost Communication With Remote Start Module
U0255	Lost Communication With Info Display Module
U0256	Lost Communication With Infotainment Faceplate Control Module
U0257	Lost Communication With Info Display Module/Infotainment Faceplate Control Module
U0259	Lost Communication with Special Purpose Vehicle Control Module
U025B	Lost Communication with Special Purpose Vehicle Control Module "C"
U025C	Lost Communication with Special Purpose Vehicle Control Module "D"
U0264	Lost Communication With Camera Module - Rear
U0265	Lost Communication with Left Front Short Range Radar Sensor Module
U0266	Lost Communication with Night Vision Camera
U0268	Lost Communication with Right Front Short Range Radar Sensor Module
U0269	Lost Communication with Front Long Range Object Sensor
U026A	Lost Communication with Frontview Camera Module
U026B	Lost Communication with Rear Short Range Object Sensor
	Lost Communication with Left Rear Short Range Radar Sensor Module
U026C	Lost Communication with Right Rear Short Range Radar Sensor Module
U026D	Lost Communication with Rear Middle Short Range Radar Sensor Module
U0284	Lost Communication with Active Grille Air Shutter 1 Motor Module
U0285	Lost Communication with Active Grille Air Shutter 2 Motor Module
U0293	Lost Communication with Hybrid/EV Powertrain Control Module
U0298	Lost Communication with DC/DC Converter Control Module
U029D	Lost Communication with NOx Sensor 1 Module
U029E	Lost Communication with NOx Sensor 2 Module
U02A3	Lost Communication With Particulate Matter Sensor Module
U0301	Software Incompatibility with Engine Control Module

DTC	DTC Descriptor
U0302	Software Incompatibility with Transmission Control Module
U0305	Software Incompatibility With Cruise Control Module
U0315	Software Incompatibility with Electronic Brake Control Module
U031C	Software Incompatibility With Brake System Control Module 2
U0401	Invalid Data Received From Engine Control Module
U0402	Invalid Data Received From Transmission Control Module
U0403	Invalid Data Received From Transfer Case Control Module
U0405	Invalid Data Received From Cruise Control Module
U0414	Invalid Data Received From Four Wheel Drive Clutch Control Module
U0415	Invalid Data Received From Electronic Brake Control Module
U0416	Invalid Data Received From Vehicle Dynamics Control Module
U0417	Invalid Data Received From Park Brake Control Module
U0418	Invalid Data Received From Brake System Control Module
U0420	Invalid Data Received From Power Steering Control Module
U0421	Invalid Data Received From Suspension Control Module
U0422	Invalid Data Received From Body Control Module
U0423	Invalid Data Received From Instrument Cluster
U0424	Invalid Data Received From HVAC Control Module
U0428	Invalid Data Received From Steering Wheel Angle Sensor Module
U042B	Invalid Data Received From Chassis Control Module
U0431	Invalid Data Received From Body Control Module "A"
U0432	Invalid Data Received From Multi-axis Acceleration Sensor Module
U0437	Invalid Data Received From Differential Control Module - Rear
U0438	Invalid Data Received From Trailer Brake Control Module
U0447	Invalid Data Received from Central Gateway Module
U0452	Invalid Data Received From Inflatable Restraint Sensing and Diagnostic Module
U045A	Invalid Data Received From Parking Assist Control Module "A"
U0465	Invalid Data Received From Power Take-Off Control Module
U0499	Invalid Data Received From Telematics Communication Interface Control Module
U0513	Invalid Data Received From Yaw Rate Sensor Module
U053B	Invalid Data Received From Active Safety Control Module 1
U053C	Invalid Data Received From Active Safety Control Module 2
U056B	Invalid Data Received From Frontview Camera Module
U0594	Invalid Data Received From Hybrid/EV Powertrain Control Module
U063E	Lost Communication with Exhaust Heat Exchanger Exhaust Bypass Valve
U0656	Lost Communication with Turbocharger Boost Control Position Sensor
U0657	Lost Communication with Turbocharger/Supercharger Bypass Valve "A" Position Sensor
U1032	Lost Communication with Vehicle Dynamic Sensor 1
U1033	Lost Communication with Vehicle Dynamic Sensor 2
U1067	Lost Communication with Digital Map Control Module
U1069	Lost Communication with Driver Monitoring System Control Module
U106A	Lost Communication with Multifunction Energy Storage Capacitor Control Module
U106B	Lost Communication with Multifunction Battery Isolator Control Module
U1112	Lost Communication with Left Headlamp Leveling Device
U1113	Lost Communication with Right Headlamp Leveling Device
U1114	Lost Communication with Left Headlamp Vertical Motor
U1115	Lost Communication with Right Headlamp Vertical Motor
U1343	Chassis Control Module LIN Bus 1

DTC	DTC Descriptor
U1345	Engine Control Module LIN Bus 1
U1347	Engine Control Module LIN Bus 3
U1359	Lost Communication with Transmission Range Indicator
U135A	Lost Communication with Shift to Park Range Actuator
U135B	Lost Communication with Sunload Sensor
U135C	Lost Communication with Start-Stop Capacitor Control Module
U135D	Lost Communication with Transmission Control Module on Chassis Control Module LIN Bus 2
U135E	Lost Communication with Transmission Control Module on Engine Control Module LIN Bus 1
U1501	LIN Bus
U1502	LIN Bus
U1505	LIN Bus
U1509	LIN Bus
	A26 HVAC Controls / P17 Info Display Module Lost Communication with K33 HVAC Control Module on LIN Bus
U150E	LIN Bus
	A22 Radio Controls / P17 Info Display Module Lost Communication with A11 Radio on LIN Bus
U150F	LIN Bus
	A22 Radio Controls / P17 Info Display Module Lost Communication with K74 Human Machine Interface Control Module on LIN Bus
	K161 Vehicle Performance Data Recorder Lost Communication with K74 Human Machine Interface Control Module on LIN Bus
U1510	A11 Radio Lost Communication with A20 Radio/HVAC Control / P17 Info Display Module on LIN Bus
	K9 Body Control Module Lost Communication with B67 Ultrasonic Intrusion Sensor / B165 Content Theft Deterrent Sensor Module on LIN Bus
	K20 Engine Control Module Lost Communication with M96 Active Grille Air Shutter Actuator / M60A Active Grille Air Shutter 1 Motor Module on LIN Bus
	K33 HVAC Control Module Lost Communication with A26 HVAC Controls / A20 Radio/HVAC Controls / P17 Info Display Module on LIN Bus
	K33 HVAC Control Module Lost Communication with A34 HVAC Controls - Auxiliary on LIN Bus
	K39 Liftgate Control Module Lost Communication with K171 Hands-Free Liftgate Sensor Control Module / S45A Liftgate Control Switch - Exterior on LIN Bus
	P16 Instrument Cluster Lost Communication with S70D Steering Wheel Controls Switch - Right Upper / S70R Steering Wheel Controls Switch - Right on LIN Bus
U1511	K20 Engine Control Module Lost Communication with M60B Active Grille Air Shutter 2 Motor Module on LIN Bus
	K26 Headlamp Control Module / K28 Headlamp Leveling Control Module Lost Communication with E13L Headlamp - Left on LIN Bus
	K40 Seat Memory Control Module Lost Communication with K99 Steering Column Position Control Module on LIN Bus
	K183 UHF Short Range Low Energy Remote Control Access Transceiver Lost Communication with B342A UHF Low Energy Remote Control Access Sensor Transceiver 1 on LIN Bus
U1512	K26 Headlamp Control Module / K28 Headlamp Leveling Control Module Lost Communication with E13R Headlamp - Right on LIN Bus
	K124B Active Safety Control Module 2 Lost Communication with K187 Steering Column Friction Control Module on LIN Bus

DTC	DTC Descriptor
	K183 UHF Short Range Low Energy Remote Control Access Transceiver Lost Communication with B342B UHF Low Energy Remote Control Access Sensor Transceiver 2 on LIN Bus
U1513	K26 Headlamp Control Module / K28 Headlamp Leveling Control Module Lost Communication with E13L Headlamp - Left on LIN Bus
	K183 UHF Short Range Low Energy Remote Control Access Transceiver Lost Communication with B342C UHF Low Energy Remote Control Access Sensor Transceiver 3 on LIN Bus
U1514	K26 Headlamp Control Module / K28 Headlamp Leveling Control Module Lost Communication with E13R Headlamp - Right on LIN Bus
	K33 HVAC Control Module Lost Communication with A34 HVAC Controls - Auxiliary on LIN Bus
	K183 UHF Short Range Low Energy Remote Control Access Transceiver Lost Communication with B342D UHF Low Energy Remote Control Access Sensor Transceiver 4 on LIN Bus
U1515	K9 Body Control Module Lost Communication with M75 Windshield Wiper Motor / M75L Windshield Wiper Motor Module - Left on LIN Bus
	K183 UHF Short Range Low Energy Remote Control Access Transceiver Lost Communication with B342E UHF Low Energy Remote Control Access Sensor Transceiver 5 on LIN Bus
U1516	K9 Body Control Module Lost Communication with B110 Battery Sensor Module on LIN Bus
U1517	K9 Body Control Module Lost Communication with K62 Sunroof Sunshade Motor Module on LIN Bus
U1518	P16 Instrument Cluster Lost Communication with K78 Head-Up Display Module / P29 Head-Up Display on LIN Bus
U1519	K40 Seat Memory Control Module Lost Communication with S52 Outside Rearview Mirror Switch on LIN Bus
	K40 Seat Memory Control Module Lost Communication with K96 Mirror Control Module / K96D Mirror Control Module - Driver / K96L Mirror Control Module - Left on LIN Bus
U151A	K9 Body Control Module Lost Communication with B117 Rain Sensor / B177 Rain/Ambient Light Sensor Module / B200 Rain Sensor Module on LIN Bus
U151B	K9 Body Control Module Lost Communication with K61 Sunroof Control Module on LIN Bus
	K40 Seat Memory Control Module Lost Communication with S79P Window Switch - Passenger on LIN Bus
U151C	K33 HVAC Control Module Lost Communication with A34 HVAC Controls - Auxiliary / K33A HVAC Control Module - Auxiliary on LIN Bus
U151F	A11 Radio Lost Communication with A20 Radio/HVAC Controls / A22 Radio Controls / P17 Info Display Module on LIN Bus
U1520	K9 Body Control Module Lost Communication with P4 Security Siren / P25 Power Sounder Content Theft Deterrent Alarm Module on LIN Bus
	K33 HVAC Control Module Lost Communication with M6CR Air Temperature Door Actuator - Center Console Right Auxiliary on LIN Bus
	K40D Seat Memory Control Module - Driver Lost Communication with K134D Seat Bolster Memory Control Module - Driver on LIN Bus
	K40P Seat Memory Control Module - Passenger Lost Communication with K134P Seat Bolster Memory Control Module - Passenger on LIN Bus
U1521	K9 Body Control Module Lost Communication with S48E Multifunction Switch - Center Console on LIN Bus
	K26 Headlamp Control Module / K28 Headlamp Leveling Control Module Lost Communication with E13L Headlamp - Left on LIN Bus
U1522	K9 Body Control Module Lost Communication with K65 Tire Pressure Indicator Module / B178 Tire Pressure Sensor Locator Module on LIN Bus

DTC	DTC Descriptor
	K26 Headlamp Control Module / K28 Headlamp Leveling Control Module Lost Communication with E13R Headlamp - Right on LIN Bus
	K33 HVAC Control Module Lost Communication with M6UR Air Temperature Door Actuator - Right Upper Auxiliary on LIN Bus
U1523	K26 Headlamp Control Module / K28 Headlamp Leveling Control Module Lost Communication with E13L Headlamp - Left on LIN Bus
U1524	K9 Body Control Module Lost Communication with K29 Seat Heating Control Module / K29F Seat Heating Control Module - Front on LIN Bus
	K26 Headlamp Control Module / K28 Headlamp Leveling Control Module Lost Communication with E13R Headlamp - Right on LIN Bus
	K33 HVAC Control Module Lost Communication with K10 Coolant Heater Control Module on LIN Bus
U1525	K33 HVAC Control Module Lost Communication with K10 Coolant Heater Control Module on LIN Bus
U1526	K9 Body Control Module Lost Communication with K29R Seat Heating Control Module - Rear on LIN Bus
U1528	K33 HVAC Control Module Lost Communication with M37B Mode Door Actuator - Auxiliary on LIN Bus
	K40D Seat Memory Control Module - Driver Lost Communication with S64D Seat Adjuster Switch - Driver on LIN Bus
	K40P Seat Memory Control Module - Passenger Lost Communication with S64P Seat Adjuster Switch - Passenger on LIN Bus
U152A	K33 HVAC Control Module Lost Communication with M6UL Air Temperature Door Actuator - Left Upper Auxiliary on LIN Bus
U152B	K33 HVAC Control Module Lost Communication with K32 Steering Wheel Heating Control Module on LIN Bus
U152C	K9 Body Control Module Lost Communication with K18 Compass Module on LIN Bus
U152D	K9 Body Control Module Lost Communication with P2 Transmission Shift Lever Position Indicator on LIN Bus
	K33 HVAC Control Module Lost Communication with V1 Air Ionizer on LIN Bus
U1530	K9 Body Control Module Lost Communication with M35P Window Motor Module - Passenger / M74P Window Motor - Passenger on LIN Bus
U1531	K26 Headlamp Control Module / K28 Headlamp Leveling Control Module Lost Communication with E13LA Headlamp Assembly - Left on LIN Bus
U1532	K26 Headlamp Control Module / K28 Headlamp Leveling Control Module Lost Communication with E13RA Headlamp Assembly - Right on LIN Bus
U1534	K9 Body Control Module Lost Communication with M74D Window Motor - Driver on LIN Bus
U1538	K9 Body Control Module Lost Communication with S79D Window Switch - Driver / S146 Window/Outside Rearview Mirror Switch - Driver on LIN Bus
U153A	K9 Body Control Module Lost Communication with S79P Window Switch - Passenger on LIN Bus
U1540	K9 Body Control Module Lost Communication with M74RR Window Motor - Right Rear on LIN Bus
U1544	K9 Body Control Module Lost Communication with M74LR Window Motor - Left Rear on LIN Bus
U1548	K9 Body Control Module Lost Communication with S79LR Window Switch - Left Rear on LIN Bus
U1549	K9 Body Control Module Lost Communication with M45 Rear Wiper Motor on LIN Bus
U154A	K9 Body Control Module Lost Communication with S79RR Window Switch - Right Rear on LIN Bus
U154B	K9 Body Control Module Lost Communication with K49 Rear Seat Control Module on LIN Bus

DTC	DTC Descriptor
U1550	K9 Body Control Module Lost Communication with S31D Seat Heating and Cooling Switch - Driver on LIN Bus
U1551	K9 Body Control Module Lost Communication with K33 HVAC Control Module on LIN Bus
U1555	K9 Body Control Module Lost Communication with S100LR Seat Heating/Venting/Cooling Switch - Left Rear on LIN Bus
U1556	K38 Chassis Control Module Lost Communication with K133 Trailer Brake Power Control Module on LIN Bus
U1558	K9 Body Control Module Lost Communication with S31P Seat Heating and Cooling Switch - Passenger on LIN Bus
U1559	K9 Body Control Module Lost Communication with K183 Short Range Remote Control Transceiver on LIN Bus
U155D	K9 Body Control Module Lost Communication with S100RR Seat Heating/Venting/Cooling Switch - Right Rear on LIN Bus
U156D	K38 Chassis Control Module Lost Communication with S3 Transmission Shift Lever on LIN Bus
U15E1	A11 Radio Lost Communication with A26 HVAC Controls / P17 Info Display Module on LIN Bus
U15F0	K74 Human Machine Interface Control Module Lost Communication with P17 Info Display Module on LIN Bus
	A11 Radio Lost Communication with A20 Radio/HVAC Controls / A22 Radio Controls / P17 Info Display Module on LIN Bus
U15F1	K74 Human Machine Interface Control Module Lost Communication with K188 Human Machine Interface Control Module Bypass Module on LIN Bus
U15F3	K74 Human Machine Interface Control Module Lost Communication with K31 Navigation Control Module on LIN Bus
U1653	Chassis Systems High Speed Communication Enable Circuit
U1725	Left Headlamp High Beam Control Module Lost Communication with Left Headlamp Low Beam Control Module
U1726	Right Headlamp High Beam Control Module Lost Communication with Right Headlamp Low Beam Control Module
U1727	Right Headlamp High Beam Control Module Lost Communication with Right Headlamp Leveling Actuator
U1728	Left Headlamp High Beam Control Module Lost Communication with Left Headlamp Leveling Actuator
U1729	Right High Beam Control Module Lost Communication with Right Headlamp Horizontal Motor
U172A	Left High Beam Control Module Lost Communication with Left Headlamp Horizontal Motor
U1793	14V Power Module Lost Communication with Hybrid/EV Powertrain Control Module on Powertrain Expansion Communication Bus
U1795	14V Power Module Powertrain Expansion Communication Bus Off
U179A	Lost Communication with Hybrid/EV Powertrain Control Module 2
U179C	Lost Communication with One or More Hybrid/EV Battery Interface Control Modules
U179D	Lost Communication with Brake System Control Module 2 on Chassis Expansion Bus
U1803	Lost Communication with Hybrid/EV Powertrain Control Module 2
U1804	Lost Communication with Inside Rearview Mirror Control Module
U1806	Battery Energy Control Module High Voltage Energy Management CAN Bus Off
U1807	Battery Charger Control Module High Voltage Energy Management CAN Bus Off
U180A	Electric A/C Compressor Control Module High Speed CAN Bus Off
U180B	Battery Energy Control Module High Speed CAN Bus Off

DTC	DTC Descriptor
U180C	Battery Charger Control Module High Speed CAN Bus Off
U180D	Electronic Brake Control Module Chassis Expansion CAN Bus Off
U1811	Battery Energy Control Module Powertrain Expansion CAN Bus Off
U1814	Powertrain Wake-Up Communication Circuit
U1815	Lost Communication with Drive Motor Control Module 1 on Bus B
U1816	Lost Communication with Drive Motor Control Module B on Bus B
U1817	Lost Communication with Hybrid/EV Powertrain Control Module on Powertrain Expansion CAN Bus
U1818	Lost Communication with Engine Control Module on Powertrain Expansion Communication Bus
U1821	Lost Communication with 14V Power Module on Powertrain Expansion Communication Bus
U1826	Lost Communication with Multi-Axis Acceleration Sensor Module on Powertrain Expansion CAN Bus
U1827	Lost Communication with Steering Angle Sensor Module on Powertrain Expansion CAN Bus
U182A	Hybrid/EV Powertrain Control Module Lost Communication with Battery Energy Control Module on Powertrain Expansion CAN Bus
U182D	Lost Communication with Hybrid/EV Powertrain Control Module 2 on Powertrain Expansion Communication Bus
U182E	Drive Motor Control Module 1 Lost Communication with Hybrid/EV Powertrain Control Module 2 on Powertrain Expansion Communication Bus
U182F	Drive Motor Control Module 2 Lost Communication with Hybrid/EV Powertrain Control Module 2 on Powertrain Expansion Communication Bus
U1831	Drive Motor Control Module 1 Lost Communication with Hybrid/EV Powertrain Control Module on Powertrain Expansion CAN Bus
U1833	Lost Communication with Electronic Brake Control Module on Chassis Expansion CAN Bus
U1838	Lost Communication with Battery Charger Control Module on High Voltage Energy Management CAN Bus
U1839	Auxiliary Transmission Fluid Pump Control Module Lost Communication with Engine Control Module
U183A	Lost Communication with Telematics Communication Interface Control Module on High Speed CAN Bus
U183B	Auxiliary Transmission Fluid Pump Control Module Lost Communication with Transmission Control Module
U183C	Auxiliary Transmission Fluid Pump Control Module Lost Communication with Hybrid/EV Powertrain Control Module 2 on Powertrain Expansion Communication Bus
U183E	Lost Communication with Telematics Communication Interface Control Module on Low Speed CAN Bus
U1844	Battery Energy Control Module Lost Communication with Hybrid/EV Powertrain Control Module on Bus B
U1845	Drive Motor Control Module 1 Lost Communication with Hybrid/EV Powertrain Control Module
U1846	Drive Motor Control Module 2 Lost Communication with Hybrid/EV Powertrain Control Module
U1847	Drive Motor Control Module 1 Lost Communication with Battery Energy Control Module on Powertrain Expansion CAN Bus
U1849	Drive Motor Control Module 1 Lost Communication with Transmission Control Module
U184A	Lost Communication with Body Control Module on Low Speed CAN Bus
U184B	Lost Communication with Remote Heater and Air Conditioning Control Module on Low Speed CAN Bus
U184C	Lost Communication with Instrument Cluster on Low Speed CAN Bus

DTC	DTC Descriptor
U184D	Lost Communication with Radio on Low Speed CAN Bus
U184E	Lost Communication with Inflatable Restraint Sensing and Diagnostic Module on Low Speed CAN Bus
U184F	Electric A/C Compressor Control Module Lost Communication with Engine Control Module
U1850	Drive Motor Control Module 2 Lost Communication with Transmission Control Module
U1858	Electronic Brake Control Module Lost Communication with Hybrid/EV Powertrain Control Module on Chassis Expansion CAN Bus
U185A	Lost Communication with Battery Energy Control Module on High Voltage Energy Management CAN Bus
U185B	Battery Energy Control Module Lost Communication with Hybrid/EV Powertrain Control Module 2 on High Voltage Energy Management CAN Bus
U185C	Battery Charger Control Module Lost Communication with Hybrid/EV Powertrain Control Module 2 on High Voltage Energy Management CAN Bus
U185D	Fuel Injector Control Module Lost Communication with Engine Control Module
U185E	Fuel Injector Control Module Lost Communication with Body Control Module
U1860	Electric A/C Compressor Control Module Lost Communication with Hybrid/EV Powertrain Control Module 2
U1861	Battery Charger Control Module Lost Communication with Engine Control Module
U186A	Electronic Brake Control Module Lost Communication with Engine Control Module
U186B	Electronic Brake Control Module Lost Communication with Transmission Control Module
U1875	Drive Motor Control Module 1 Lost Communication with Battery Energy Control Module
U1876	Drive Motor Control Module 1 Lost Communication with Engine Control Module
U1879	Drive Motor Control Module 2 Lost Communication with Engine Control Module
U1885	Battery Energy Control Module Lost Communication with Hybrid/EV Powertrain Control Module
U1886	Battery Energy Control Module Lost Communication with Engine Control Module
U1888	Hybrid/EV Powertrain Control Module Lost Communication with Battery Energy Control Module
U18A1	Lost Communication with Coolant Temperature Control Module on High Voltage Energy Management CAN Bus
U18A2	Lost Communication with Fuel Pump Driver Control Module
U18A3	Lost Communication with Human Machine Interface Control Module
U18A4	Lost Communication with Hybrid/EV Battery DC Charging Communications Gateway Module on High Voltage Energy Management CAN Bus
U18A5	Lost Communication with Fuel Injector Control Module on Powertrain Expansion CAN Bus
U18A6	Lost Communication with Right Object Detection Control Module on Dedicated Bus 1
U18A7	Lost Communication with Power Supply Transformer on Powertrain Expansion CAN Bus
U18A9	Lost Communication With Transmission Range Control Module on Chassis Expansion CAN Bus

DTC	DTC Descriptor
U18AA	Transmission Range Control Module Lost Communication with Engine Control Module
U18AB	Transmission Range Control Module Lost Communication with Chassis Control Module on High Speed CAN Bus
U18AC	Transmission Range Control Module Lost Communication with Chassis Control Module on Chassis Expansion CAN Bus
U18AD	Transmission Range Control Module Lost Communication with Electronic Brake Control Module on Chassis Expansion CAN Bus
U18AE	Lost Communication with Infotainment Control Touchpad on Dedicated Bus 1
U18AF	Lost Communications With Telematics Communications Interface Control Module on Ethernet Bus
U18B0	Lost Communications With Instrument Cluster on Ethernet Bus
U18B1	Lost Communications With Audio Amplifier on Ethernet Bus
U18B2	Lost Communication with Rear Audio Control Module on Ethernet Bus
U18B3	Lost Communications With Navigation Control Module on Ethernet Bus
U18B4	Lost Communication with Radio on Ethernet Bus
U18B5	Lost Communication With Hybrid Powertrain Control Module on Chassis Expansion CAN Bus
U18B6	Lost Communication with Active Safety Control Module 1 on Chassis Expansion CAN Bus
U18B7	Lost Communication with Active Safety Control Module 2 on Chassis Expansion CAN Bus
U18B8	Lost Communication with Body Control Module on High Speed CAN Bus
U18B9	Primary High Speed CAN Bus Subnet Configuration List
U18BA	Lost Communication with Power Steering Control Module on High Speed CAN Bus
U18BB	Lost Communication with Power Steering Control Module on Chassis Expansion CAN Bus
U18BF	Secondary High Speed CAN Bus Subnet Configuration List
U18C0	Lost Communication with Suspension Control Module on High Speed CAN Bus
U18C1	Lost Communication with Suspension Control Module on Chassis Expansion CAN Bus
U18C2	Lost Communication with Frontview Camera Module on Flexray Bus
U18C3	Lost Communication with Video Processing Control Module on High Speed CAN Bus
U18C4	Lost Communication with Video Processing Control Module on Low Speed CAN Bus
U18C5	Lost Communication with Electronic Brake Control Module on High Speed CAN Bus
U18CA	Lost Communication with Active Safety Control Module 1 on Flexray Bus
U18CB	Lost Communication with Active Safety Control Module 2 on Flexray Bus
U18CC	Transmission Range Control Module Lost Communication with ECM on Powertrain Expansion Bus
U18CF	Lost Communication with Active Safety Control Module 1 on High Speed CAN Bus
U18D0	Lost Communication with Active Safety Control Module 2 on High Speed CAN Bus
U18D1	Lost Communication with Transmission Range Control Module on Powertrain Expansion CAN Bus
U18D2	Lost Communication with Transmission Range Selector Control Module on Powertrain Sensor CAN Bus
U18D3	Lost Communication with Transmission Range Selector Control Module on Powertrain Expansion CAN Bus

DTC	DTC Descriptor
U1900	Lost Communication With Speech to Text Interface Module
U1901	Lost Communication with Infotainment Multifunction Switch Module
U2098	MOST Communication Enable Circuit
U2099	High Speed Communication Enable Circuit
U209E	Object Detection Control Module High Speed Communication Enable Circuit 1
U209F	Object Detection Control Module High Speed Communication Enable Circuit 2
U2100	CAN Bus Communication
U2101	CAN Bus Maximum List of Control Modules
U2103	Fewer Controllers On Bus Than Programmed
U2105	Lost Communication with Engine Control Module
U2106	Lost Communication with Transmission Control Module
U2107	Lost Communication with Body Control Module
U2108	Lost Communication with Electronic Brake Control Module
U2125	Lost Communication with Telematic Unit
U2127	Lost Communication with Front HVAC Control Module
U2139	Lost Communication with Column Integration Module
U2144	Lost Communication with Distance Sensing Cruise Control Module
U216A	Lost Communication with Front Object Detection Control Module
U216B	Lost Communication with Rear Object Detection Control Module
U2176	Lost Communication with Power Take-Off Control Module
U2178	Lost Communication With Trailer Interface Control Module
U2400	Fuel Injector Control Module High Speed CAN Bus Off
U2401	Battery Energy Control Module Dedicated Bus 1 Off
U2409	Transmission Range Control Module High Speed CAN Bus Off
U240A	Transmission Range Control Module Chassis Expansion CAN Bus Off
U240B	Radio Dedicated Bus Off
U240D	Transmission Range Selector Control Module Powertrain Expansion CAN Bus Off
U240E	Transmission Range Selector Control Module Powertrain Sensor CAN Bus Off
U240F	Transmission Range Control Module Lost Communication with EBCM on High Speed CAN Bus
U2410	Transmission Range Control Module Lost Communication with BCM on High Speed CAN Bus
U2411	Transmission Range Control Module Powertrain Expansion CAN Bus Off
U2412	Reductant Control Module Powertrain Sensor Bus Off
U2501	Invalid Data Received From Hybrid/EV Powertrain Control Module 2
U2502	Invalid Data Received From Electronic Brake Control Module on Chassis Expansion CAN Bus
U2503	Invalid Data Received From Object Detection Control Module
U2504	Invalid Data Received From Trailer Brake Driver Control Module
U2505	Invalid Data Received from Human Machine Interface Control Module on MOST Bus
U2506	Invalid Data Received From Dual Battery Control Module
U2507	Invalid Data Received from Instrument Cluster on MOST Bus
U2508	Invalid Data Received from Audio Amplifier on MOST Bus
U250B	Invalid Data Received from Active Safety Control Module 1 on Chassis Expansion CAN Bus
U250C	Invalid Data Received from Active Safety Control Module 2 on Chassis Expansion CAN Bus

DTC	DTC Descriptor
U250D	Invalid Data Received from Transmission Control Module on Chassis Control Module LIN Bus 2
U250E	Invalid Data Received from Vehicle Dynamic Sensor 1
U250F	Invalid Data Received from Vehicle Dynamic Sensor 2
U2510	Invalid Data Received from Multifunction Energy Storage Capacitor Control Module
U2511	Invalid Data Received from Digital Map Control Module
U2512	Invalid Data Received from Video Processing Control Module
U2513	Invalid Data Received from Driver Monitoring System Control Module
U2520	Invalid Data Received from Active Safety Control Module 1 on High Speed CAN Bus
U2602	Battery Energy Control Module Lost Communication with Hybrid/EV Powertrain Control Module 2
U2603	Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 1
U2604	Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 2
U2605	Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 3
U2606	Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 4
U2608	Electric A/C Compressor Control Module Lost Communication with Hybrid/EV Powertrain Control Module
U2609	Battery Charger Control Module Lost Communication with Hybrid/EV Powertrain Control Module
U2611	Auxiliary Transmission Fluid Pump Control Module Lost Communication with Hybrid/EV Powertrain Control Module
U2612	Battery Charger Control Module Lost Communication with Hybrid/EV Powertrain Control Module 2
U2613	Drive Motor 1 Control Module Lost Communication with Hybrid/EV Powertrain Control Module 2
U2614	Drive Motor 2 Control Module Lost Communication with Hybrid/EV Powertrain Control Module 2
U2615	Auxiliary Transmission Fluid Pump Control Module Lost Communication with Hybrid/EV Powertrain Control Module 2
U2616	Fuel Pump Driver Control Module Lost Communication with ECM
U2617	Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 5
U2618	Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 6
U2619	Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 7
U2620	Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 8
U2621	Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 9
U2622	Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 10
U2623	Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 11
U2624	Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 12
U2625	Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 13

DTC	DTC Descriptor
U2626	Reductant Control Module Lost Communication With Engine Control Module on Powertrain Sensor CAN Bus
U2627	Reductant Control Module Lost Communication with Reductant Level Sensor
U2628	Reductant Control Module Lost Communication with Reductant Concentration Sensor
U2629	Reductant Control Module Lost Communication with Reductant Tank Temperature Sensor 1
U2630	Reductant Control Module Lost Communication with Reductant Tank Temperature Sensor 2
U2631	Reductant Control Module Lost Communication with Reductant Pressure Sensor
U3000	Control Module
U3001	Control Module Improper Shutdown Performance
U3012	Control Module Improper Wake-up Performance

DTC B1000: ELECTRONIC CONTROL UNIT

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC B1000

Electronic Control Unit

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

The internal fault detection is handled inside the device. The symptom byte information is for engineering reference only. No external circuit diagnosis is involved.

Conditions for Running the DTC

The device runs the program to detect an internal fault when power up is commanded. The only requirements are voltage and ground. This program runs even if the voltage is out of the valid operating range.

Conditions for Setting the DTC

The device has detected an internal malfunction.

Action Taken When the DTC Sets

The device refuses all additional inputs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- This DTC may be stored as a history DTC without affecting the operation of the device.
- If stored only as a history DTC and not retrieved as a current DTC, do not replace the device.

- If this DTC is retrieved as both a current and history DTC, replace the device that set the DTC.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Description and Operation

Data Link Communications Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify DTC B1000 is not set.
 - **If DTC B1000 is set**
Replace the device that set the DTC.
 - **If DTC B1000 is not set**
3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

Control Module References for device replacement, programming and setup

DTC B1001: OPTION CONFIGURATION

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC B1001

Option Configuration

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

Some devices must be configured with serial numbers, vehicle options, or other information. If a device was not properly configured after installation that device may set DTC B1001. The symptom byte information is for engineering reference only. No external circuit diagnosis is involved.

Conditions for Running the DTC

Battery voltage is between 9 - 16 V and data link communications operate normally.

Conditions for Setting the DTC

The device is not configured properly.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Description and Operation

Data Link Communications Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify DTC B1001 is not set.
 - **If DTC B1001 is set**
 1. Program the device that set the DTC.
 2. Verify the DTC does not set.
 - If the DTC sets, replace the device that set the DTC.
 - If the DTC does not set
 - 3. All OK.
 - **If DTC B1001 is not set**
3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC B1016: VEHICLE IDENTIFICATION NUMBER INFORMATION NOT PROGRAMMED

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC B1016

Vehicle Identification Number Information Not Programmed

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

The device performs a self test and vehicle identification number (VIN) verification. This DTC indicates that a VIN is not programmed or that the device has an internal fault. The internal fault detection is handled inside the device, no external circuits are involved.

Conditions for Running the DTC

The only requirements are voltage and ground.

Conditions for Setting the DTC

The device has detected that the VIN is not programmed.

Conditions for Clearing the DTC

- The condition for setting the DTC is no longer present.
- The history DTC will clear after 50 fault-free ignition cycles.
- The DTC can be cleared using a scan tool.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Data Link Communications Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify DTC B1016 is not set.
 - **If DTC B1016 is set**
 1. Program the device that set the DTC.
 2. Verify the DTC does not set.
 - If the DTC sets, replace the device that set the DTC.
 - If the DTC does not set
 - 3. All OK.
 - **If DTC B1016 is not set**
3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC B101D: ELECTRONIC CONTROL UNIT HARDWARE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC B101D

Electronic Control Unit Hardware

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

The internal fault detection is handled inside the device. The symptom byte information is for engineering reference only. No external circuit diagnosis is involved.

Conditions for Running the DTC

- The device runs the program to detect an internal fault when power up is commanded. The only requirements are voltage and ground. This program runs even if the voltage is out of the valid operating range.
- The keyless entry control module will set this DTC with symptom byte 39 when the keyless entry control module antenna is activated.

Conditions for Setting the DTC

The device has detected an internal malfunction.

Action Taken When the DTC Sets

The device refuses all additional inputs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50 without a repeat of the malfunction.

Diagnostic Aids

- This DTC may be stored as a history DTC without affecting the operation of the device.
- Do not replace a device based only on DTC B101D being set in history with the exception of the following devices:
 - K36 Inflatable Restraint Sensing and Diagnostic Module
 - K85 Passenger Presence Module
- If DTC B101D is set as current, replace the appropriate device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Description and Operation

Data Link Communications Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify DTC B101D is not set.
 - **If DTC B101D is set with symptom byte 43**
 1. Program the device that set the DTC.
 2. Verify the DTC does not set.
 - If the DTC sets, replace the device that set the DTC.
 - If the DTC does not set
 3. All OK.
 - **If DTC B101D is set with any symptom byte, except symptom byte 43**

Replace the device that set the DTC.
 - **If DTC B101D is not set**
3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC B101E: ELECTRONIC CONTROL UNIT SOFTWARE

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B101E

Electronic Control Unit Software

For symptom byte information, refer to **Symptom Byte List** .

Circuit/System Description

Some devices must be configured with specific software, serial numbers, vehicle options, or other information. If a device was not properly configured after installation that device may set DTC B101E. The symptom byte information is for engineering reference only. No external circuit diagnosis is involved.

Conditions for Running the DTC

Battery voltage is between 9 - 16 V and data link communications operate normally.

Conditions for Setting the DTC

The device is not configured properly.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

- **Data Communication Schematics**
- **Control Module References**

Connector End View Reference

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Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.

2. Verify DTC B101E is not set.

- **If DTC B101E is set**

1. Program the device that set the DTC.

2. Verify the DTC does not set.

- If the DTC sets, replace the device that set the DTC.
- If the DTC does not set

3. All OK.

- **If DTC B101E is not set**

3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC C056D: ELECTRONIC CONTROL UNIT HARDWARE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC C056D

Electronic Control Unit Hardware

For symptom byte information, refer to [Symptom Byte List](#).

Circuit/System Description

The internal fault detection is handled inside the device. The symptom byte information is for engineering reference only. No external circuit diagnosis is involved.

Conditions for Running the DTC

The device runs the program to detect an internal fault when power up is commanded. The only requirements are voltage and ground. This program runs even if the voltage is out of the valid operating range.

Conditions for Setting the DTC

The device has detected an internal malfunction.

Action Taken When the DTC Sets

The device refuses all additional inputs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- This DTC may be stored as a history DTC without affecting the operation of the device.
- If stored only as a history DTC and not retrieved as a current DTC, do not replace the device.
- If this DTC is retrieved as both a current and history DTC, replace the device that set the DTC.

Reference Information

Schematic Reference

- **Data Communication Schematics**
- **Control Module References**

Connector End View Reference

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Description and Operation

Data Link Communications Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify DTC C056D is not set.
 - **If DTC C056D is set in a device that can be programmed**
 1. Program the device that set the DTC.
 2. Verify the DTC does not set.
 - If the DTC sets, replace the device that set the DTC.
 - If the DTC does not set
 3. All OK.
 - **If DTC C056D is set in a device that cannot be programmed**

Replace the device that set the DTC.
 - **If DTC C056D is not set**
3. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

Control Module References for device replacement, programming and setup

DTC C056E: ELECTRONIC CONTROL UNIT SOFTWARE

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC C056E

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

Some devices must be configured with specific software, serial numbers, vehicle options, or other information. If a device was not properly configured after installation that device may set DTC C056E. The symptom byte information is for engineering reference only. No external circuit diagnosis is involved.

Conditions for Running the DTC

Battery voltage is between 9 - 16 V and data link communications operate normally.

Conditions for Setting the DTC

The device is not configured properly.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

Data Communication Schematics

Connector End View Reference

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Description and Operation

Data Link Communications Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool References

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify DTC C056E is not set.
 - **If DTC C056E is set**
 1. Program the device that set the DTC.
 2. Verify the DTC does not set.
 - If the DTC sets, replace the device that set the DTC.
 - If the DTC does not set
3. All OK.
 - **If DTC C056E is not set**

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC P0601-P0607, P060A-P060C, P0610, P062F, P16E9-P16F0, OR P262B: CONTROL MODULE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC P0601

Control Module Read Only Memory Performance

DTC P0602

Control Module Not Programmed

DTC P0603

Control Module Long Term Memory Reset

DTC P0604

Control Module Random Access Memory Performance

DTC P0605

Control Module Programming Read Only Memory Performance

DTC P0606

Control Module Processor Performance

DTC P0607

Control Module Performance

DTC P060A

Control Module Monitoring Processor Performance

DTC P060B

Control Module Analog to Digital Converter Performance

DTC P060C

Control Module Main Processor Performance

DTC P062F

Control Module Long Term Memory Performance

DTC P16E9

DTC P16EA

Control Module Serial Peripheral Interface Bus 3

DTC P16EB

Control Module Serial Peripheral Interface Bus 4

DTC P16EC

Control Module Serial Peripheral Interface Bus 5

DTC P16ED

Control Module Serial Peripheral Interface Bus 6

DTC P16EE

Control Module Serial Peripheral Interface Bus 7

DTC P16EF

Control Module Serial Peripheral Interface Bus 8

DTC P16F0

Control Module Serial Peripheral Interface Bus 1

DTC P262B

Control Module Power Off Timer Performance

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

This diagnostic applies to internal microprocessor integrity conditions within the device. This diagnostic also addresses if the device is not programmed. The device monitors its ability to read and write to the memory. It also monitors a timing function. No external circuits are involved.

Conditions for Running the DTC

- Vehicle ON.
- The system voltage is greater than 9.5 V.

Conditions for Setting the DTC

The device detects an internal malfunction or incomplete programming.

Action Taken When the DTC Sets

- DTCs P0601 - P0607, P060A - P060C, and P16E9 - P16F0 are Type A DTCs.
- DTC P062F is a Type C DTCs.
- DTC P262B is a Type B DTC.
- The high voltage contactor relays may open.

Conditions for Clearing the DTC

- DTCs P0601 - P0607, P060A - P060C, and P16E9 - P16F0 are Type A DTCs.
- DTC P062F is a Type C DTCs.
- DTC P262B is a Type B DTC.

Diagnostic Aids

- The DTC P0606 may set in Hybrid/EV Powertrain Control Module 2 due to other faults. Do not replace the Hybrid/EV Powertrain Control Module 2 until other DTCs are diagnosed first.
- The DTC P0606 can falsely set in Hybrid/EV Powertrain Control Module 2 when the 12 V battery has been disconnected/re-connected or if the 12 V battery has been overcharged (over 18 V). In this case, do the following. If this DTC becomes history, use scan tool to clear this DTC. No further action is required:
 - Vehicle OFF and all vehicle systems off. It may take up to 2 minutes for all vehicle systems to power down.
 - Vehicle ON, verify that DTC P0606 is in history and contactors close. (If DTC P0606 remains current and contactors do not close, repeat the above step again).
 - Use scan tool to clear the DTC to turn off the malfunction indicator lamp (MIL).
- If stored only as a history DTC and not retrieved as a current DTC, do not replace the device.

Reference Information

Schematic Reference

Data Communication Schematics

Connector End View Reference

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DTC Type Reference

Powertrain Diagnostic Trouble Code (DTC) Type Definitions

Scan Tool References

Control Module References for scan tool information

Circuit/System Verification

NOTE: The DTC P0606 can falsely set in K114B Hybrid/EV Powertrain Control Module 2 when disconnecting the 12 V battery. See Diagnostic Aids section for more information.

1. Vehicle in Service Mode.
2. Verify DTC P0606 is not set.

- **If DTC P0606 is set with other DTCs set**

Diagnose all other DTCs first. Refer to **Diagnostic Trouble Code (DTC) List - Vehicle** .

- **If DTC P0606 is set without other DTCs set**

Replace the device that set the DTC.

- **If DTC P0606 is not set**

3. Verify DTC P0602 is not set.

- **If DTC P0602 is set**

1. Program the device that set the DTC.

2. Verify the DTC does not set.

- If the DTC sets, replace the device that set the DTC.
- If the DTC does not set

3. All OK.

- **If DTC P0602 is not set**

4. Verify DTC P0601, P0603, P0604, P0605, P0607, P060A, P060B, P060C, P062F, P16E9, P16EA, P16EB, P16EC, P16ED, P16EE, P16EF, P16F0, or P262B is not set.

- **If any of the DTCs are set**

Replace the device that set the DTC.

- **If none of the DTCs are set**

5. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC P06E4 : CONTROL MODULE WAKE-UP CIRCUIT PERFORMANCE (HYBRID/EV POWERTRAIN CONTROL MODULE 2)

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC P06E4

Control Module Wake-Up Circuit Performance

For symptom byte information, refer to [Symptom Byte List](#) .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Accessory Wake Up Serial Data 2	P06E4, U0100-U02FF*	U0100-U02FF	U0100-U02FF	-
* Vehicle will not start.				

Circuit/System Description

The accessory wake up serial data 2 circuit is energized by the K114B Hybrid/EV Powertrain Control Module 2 to immediately activate other devices connected to this circuit when the K9 Body Control Module signals the K114B Hybrid/EV Powertrain Control Module 2 that serial data is required.

Depending on the option content, devices that may receive the wake up signal are as follows:

- K1 14 V Power Module
- T18 Battery Charger
- K16 Battery Energy Control Module

- K17 Electronic Brake Control Module
- G1 A/C Compressor
- K71 Transmission Control Module / T12 Automatic Transmission Assembly
- K20 Engine Control Module
- K114A Hybrid/EV Powertrain Control Module 1 / T6 Power Inverter Module

Conditions for Running the DTC

- The system voltage is between 9 - 16 V.
- The vehicle power mode master requires serial data communication to occur.
- The K114B Hybrid/EV Powertrain Control Module 2 attempts to wake up the devices connected to its control module output wake up circuit.
- Circuit check runs continuously.

Conditions for Setting the DTC

- The K114B Hybrid/EV Powertrain Control Module 2 detects a fault in the control module output wake up circuit.
- A circuit fault exists for greater than 6 s.

Action Taken When the DTC Sets

- The DTC P06E4 is a type A DTC.
- The devices is never signaled. Therefore, the specific subsystems will not function.
- The vehicle will not start while the circuit is shorted to ground.
- The malfunction indicator lamp (MIL) will illuminate, along with several DIC messages.

Conditions for Clearing the DTC

- The DTC P06E4 is a type A DTC.
- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

Short to ground will also set multiple no communication codes for high speed GMLAN devices.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Wiring Repairs](#)

[Control Module References](#) for scan tool information

Special Tools

EL-48900 HEV Safety Kit

For equivalent regional tools, refer to [Special Tools](#) .

Circuit/System Verification

1. Verify that DTC U0073, U0074, U0077, U0078, U007A, U1814, U2099, B097B, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1451, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- If any of the DTCs are set

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- If none of the DTCs are set

2. Refer to Circuit/System Testing.

Circuit/System Testing

WARNING:

Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure includes the following steps:

- Identify how to disable high voltage.
- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.
- Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.
 - Visually and functionally inspect the gloves before use.
 - Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.

Failure to follow the procedures may result in serious injury or death.

NOTE:

Use the schematic to determine which devices are on the K114B Hybrid/EV Powertrain Control Module 2 terminal 43 X2 accessory wake up serial data 2 circuit. Use the connector end view to identify the B+, ignition, and accessory wake up serial data 2 circuit terminals for each of those devices.

1. Vehicle OFF, disconnect the X2 harness connector at the K114B Hybrid/EV Powertrain Control Module 2.
2. Vehicle in Service Mode.
3. Verify that a test lamp illuminates between the accessory wake up serial data circuit terminal 67 X2 and ground.

- **If the test lamp does not illuminate**

1. Vehicle OFF and all vehicle systems OFF, remove the test lamp, disconnect the X4 harness connector at the K9 Body Control Module.
2. Test for greater than 100 Ω between the K114B Hybrid/EV Powertrain Control Module 2 wake up circuit terminal 67 X2 and ground.
 - If 100 Ω or less, repair the short to ground in the accessory wake up serial data circuit.
 - If greater than 100 Ω
3. Test for less than 2 Ω between the K114B Hybrid/EV Powertrain Control Module 2 wake up circuit terminal 67 X2 and the K9 Body Control Module wake up circuit terminal 22 X4.
 - If 2 Ω or greater, repair the open/high resistance in the accessory wake up serial data circuit.
 - If less than 2 Ω

4. Replace the K9 Body Control Module.

- **If the test lamp illuminates**

4. Vehicle OFF, remove the test lamp, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
5. Test for greater than 100 Ω , but less than infinite resistance, between the accessory wake up serial data 2 circuit terminal 43 X2 and ground.

- **If 100 Ω or less**

Refer to Testing the Accessory Wake Up Serial Data 2 Circuits for a Short to Ground.

- **If infinite resistance**

Test for an open/high resistance in the accessory wake up serial data 2 circuit.

- **If greater than 100 Ω and less than infinite resistance**

6. Vehicle in Service Mode.

7. Verify that a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF, remove the test lamp.
2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF, remove the test lamp.
2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

8. Vehicle in Service Mode.

9. Verify that a test lamp illuminates between each ignition circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF, remove the test lamp.
2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF, remove the test lamp.
2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

10. Replace the K114B Hybrid/EV Powertrain Control Module 2.

Testing the Accessory Wake Up Serial Data 2 Circuits for a Short to Ground

1. Perform the High Voltage Disabling procedure before proceeding with this diagnostic. Refer to [High Voltage Disabling](#).
2. Reconnect the 12 V battery.
3. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at an easily accessible device that shares the K114B Hybrid/EV Powertrain Control Module 2 terminal 43 X2 accessory wake up serial data 2 circuit. It may take up to 2 min for all vehicle systems to power down.
4. Test for less than 100 Ω between the K114B Hybrid/EV Powertrain Control Module 2 accessory wake up serial data 2 circuit terminal 43 X2 and ground.

- **If 100 Ω or greater**

Replace the device that was just disconnected.

- **If less than 100 Ω**

5. Repeat step 3 until all devices on the K114B Hybrid/EV Powertrain Control Module 2 accessory wake up serial data 2 circuit terminal 43 X2 have been disconnected.
6. Repair the short to ground on the accessory wake up serial data 2 circuit.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup.

DTC P0A1F, P1A01, P1A05, OR P1A06: BATTERY ENERGY CONTROL MODULE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC P0A1F

Battery Energy Control Module Performance

DTC P1A01

Battery Energy Control Module Long Term Memory Performance

DTC P1A05

Battery Energy Control Module Random Access Memory

DTC P1A06

Battery Energy Control Module Read Only Memory

For symptom byte information, refer to [Symptom Byte List](#).

Circuit/System Description

The Battery Energy Control Module will diagnose its own systems and determine when a fault condition is present. Diagnostics and system status is communicated from the Battery Energy Control Module to the Hybrid/EV Powertrain Control Module 2 through serial data. The Hybrid/EV Powertrain Control Module 2 is the host controller for diagnostic trouble code (DTC) information.

This diagnostic applies to internal microprocessor integrity conditions within the Battery Energy Control Module. This fault is internal to the Battery Energy Control Module and no external circuits are involved.

Conditions for Running the DTC

- The Battery Energy Control Module is awake and communicating.
- The system voltage is at least 9 V.

Conditions for Setting the DTC

The Battery Energy Control Module has detected an internal malfunction.

Action Taken When the DTC Sets

- DTCs P0A1F, P1A01, P1A05, and P1A06 are type A DTCs.
- Vehicle goes to reduced battery power mode. After vehicle is turned off, vehicle will not return to propulsion active mode.

Conditions for Clearing the DTC

DTCs P0A1F, P1A01, P1A05, and P1A06 are type A DTCs.

Diagnostic Aids

If stored only as a history DTC and not retrieved as a current DTC, do not replace the device.

Reference Information

Schematic Reference

Data Communication Schematics

Connector End View Reference

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DTC Type Reference

Powertrain Diagnostic Trouble Code (DTC) Type Definitions

Scan Tool References

Control Module References for scan tool information

Circuit/System Verification

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WARNING: Always perform the High Voltage Disabling procedure prior to servicing

any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure includes the following steps:

- Identify how to disable high voltage.
- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.
- Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.
 - Visually and functionally inspect the gloves before use.
 - Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.

Failure to follow the procedures may result in serious injury or death.

1. Vehicle in Service Mode.

NOTE: If the power is interrupted at exactly the time the K16 Battery Energy Control Module is writing to its memory, it may set a false P1A01 DTC.

2. Verify that DTC P1A01 is not set.

- **If DTC P1A01 is set**

1. Vehicle OFF and all vehicle systems OFF. It may take up to 2 min for all vehicle systems to power down.
2. Vehicle in Service Mode.
3. Verify that the DTC does not set.
 - If the DTC sets, replace the K16 Battery Energy Control Module.
 - If the DTC does not set

4. All OK.

- **If DTC P1A01 is not set**

3. Verify that DTC P0A1F, P1A05, or P1A06 is not set.

- **If any of the DTCs are set**

Replace the K16 Battery Energy Control Module.

- **If none of the DTCs are set**

4. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC P16B7: ELECTRIC A/C COMPRESSOR CONTROL MODULE WAKE-UP CIRCUIT PERFORMANCE

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Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC P16B7

Electric A/C Compressor Control Module Wake-Up Circuit Performance

For symptom byte information, refer to [Symptom Byte List](#) .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Accessory Wake Up Serial Data 2	P16B7, U016B*	U016B*	U016B*	-
* Other DTCs may set with this fault				

Circuit/System Description

The accessory wake up serial data 2 circuit is energized by the K114B Hybrid/EV Powertrain Control Module 2 to immediately activate the G1 A/C Compressor connected to this circuit when the body control module signals the K114B Hybrid/EV Powertrain Control Module 2 that serial data is required.

Conditions for Running the DTC

- The system voltage is greater than 10.25 V.
- The G1 A/C Compressor is awake.
- Vehicle ON.
- The G1 A/C Compressor receives serial data message from K114B Hybrid/EV Powertrain Control Module 2 and "Propulsion System Active" is TRUE for 500 ms continuously.

Conditions for Setting the DTC

The G1 A/C Compressor detects a fault in the wake up circuit.

Action Taken When the DTC Sets

DTC P16B7 is a type B DTC.

Conditions for Clearing the DTC

DTC P16B7 is a type B DTC.

Diagnostic Aids

Short to ground may set multiple no communication codes for high speed GMLAN devices.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify DTC P06E4 is not set.
 - **If DTC P06E4 is set**

Refer to [DTC P06E4 \(Hybrid/EV Powertrain Control Module 2\)](#).

- **If DTC P06E4 is not set**
3. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's accessory wake up serial data 2 circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the X1 harness connector at the G1 A/C Compressor. It may take up to 2 min for all vehicle systems to power down.
2. Vehicle in Service Mode.
3. Verify that a test lamp illuminates between the accessory wake up serial data 2 circuit terminal 2 X1 and ground.

- **If the test lamp does not illuminate**

1. Vehicle OFF and all vehicle systems OFF, remove the test lamp, disconnect the X2 harness connector at the K114B Hybrid/EV Powertrain Control Module 2.
2. Test for less than 2 Ω between the G1 A/C Compressor wake up circuit terminal 2 X1 and the K114B Hybrid/EV Powertrain Control Module 2 wake up circuit terminal 43 X2.
 - If 2 Ω or greater, repair the open/high resistance in the accessory wake up serial data 2 circuit.
 - If less than 2 Ω
3. Vehicle in Service Mode.
4. Verify that a test lamp illuminates between the K114B Hybrid/EV Powertrain Control Module 2 accessory wake up serial data circuit terminal 67 X2 and ground.
 - If the test lamp does not illuminate, test the accessory wake up serial data circuit for a short to ground or an open/high resistance. If the circuit tests normal, replace the K9 Body Control Module.
 - If the test lamp illuminates

5. Replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

4. Test or replace the G1 A/C Compressor.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

DTC P16B8-P16BA: ELECTRIC A/C COMPRESSOR CONTROL MODULE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC P16B8

Electric A/C Compressor Control Module Random Access Memory Performance

DTC P16B9

Electric A/C Compressor Control Module Read Only Memory Performance

DTC P16BA

Electric A/C Compressor Control Module Long Term Memory Performance

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

The A/C Compressor will diagnose its own systems and determine when a fault condition is present. This diagnostic applies to internal microprocessor integrity conditions within the A/C compressor. This fault is internal to the A/C compressor and no external circuits are involved.

Conditions for Running the DTC

- System voltage is greater than 10.25 V.
- The device is awake and communicating.

Conditions for Setting the DTC

The device has detected an internal malfunction.

Action Taken When the DTC Sets

DTCs P16B8, P16B9, and P16BA are type A DTCs.

Conditions for Clearing the DTC

- DTCs P16B8, P16B9, and P16BA are type A DTCs.
- After the vehicle has been OFF for a sufficient amount of time to allow the devices to enter a sleep mode, the devices will re-enable the output on the following ignition cycle and the DTC will become history.

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC P16B8, P16B9, or P16BA is not set.
 - **If any of the DTCs are set**
Replace the G1 A/C Compressor.
 - **If none of the DTCs are set**
3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC P1E8E-P1E91, P1E94-P1E97, P1E9A-P1E9D, P1EA0-P1EA3, P1F06-P1F09, P1FAC-P1FC2, P1FCF-P1FD4, P1FF3, P3031-P3034, P3037, P303C-P303F, OR P3042: HYBRID/EV BATTERY INTERFACE CONTROL MODULE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC P1E8E

Hybrid/EV Battery Interface Control Module 1 Performance

DTC P1E8F

Hybrid/EV Battery Interface Control Module 1 Random Access Memory Performance

DTC P1E90

Hybrid/EV Battery Interface Control Module 1 Read Only Memory Performance

DTC P1E91

Hybrid/EV Battery Interface Control Module 1 Long Term Memory Performance

DTC P1E94

Hybrid/EV Battery Interface Control Module 2 Performance

DTC P1E95

Hybrid/EV Battery Interface Control Module 2 Random Access Memory Performance

DTC P1E96

Hybrid/EV Battery Interface Control Module 2 Read Only Memory Performance

DTC P1E97

Hybrid/EV Battery Interface Control Module 2 Long Term Memory Performance

DTC P1E9A

Hybrid/EV Battery Interface Control Module 3 Performance

DTC P1E9B

Hybrid/EV Battery Interface Control Module 3 Random Access Memory Performance

DTC P1E9C

Hybrid/EV Battery Interface Control Module 3 Read Only Memory Performance

DTC P1E9D

Hybrid/EV Battery Interface Control Module 3 Long Term Memory Performance

DTC P1EA0

DTC P1EA1

Hybrid/EV Battery Interface Control Module 4 Random Access Memory Performance

DTC P1EA2

Hybrid/EV Battery Interface Control Module 4 Read Only Memory Performance

DTC P1EA3

Hybrid/EV Battery Interface Control Module 4 Long Term Memory Performance

DTC P1F06

Hybrid/EV Battery Interface Control Module 1 Processor Performance

DTC P1F07

Hybrid/EV Battery Interface Control Module 2 Processor Performance

DTC P1F08

Hybrid/EV Battery Interface Control Module 3 Processor Performance

DTC P1F09

Hybrid/EV Battery Interface Control Module 4 Processor Performance

DTC P1FAC

Hybrid/EV Battery Interface Control Module 5 Read Only Memory Performance

DTC P1FAD

Hybrid/EV Battery Interface Control Module 7 Read Only Memory Performance

DTC P1FAE

Hybrid/EV Battery Interface Control Module 8 Read Only Memory Performance

DTC P1FAF

Hybrid/EV Battery Interface Control Module 9 Read Only Memory Performance

DTC P1FB0

Hybrid/EV Battery Interface Control Module 10 Read Only Memory Performance

DTC P1FB1

Hybrid/EV Battery Interface Control Module 5 Random Access Memory Performance

DTC P1FB2

Hybrid/EV Battery Interface Control Module 6 Random Access Memory Performance

DTC P1FB3

Hybrid/EV Battery Interface Control Module 7 Random Access Memory Performance

DTC P1FB4

Hybrid/EV Battery Interface Control Module 8 Random Access Memory Performance

DTC P1FB5

Hybrid/EV Battery Interface Control Module 9 Random Access Memory Performance

DTC P1FB6

Hybrid/EV Battery Interface Control Module 10 Random Access Memory Performance

DTC P1FB7

Hybrid/EV Battery Interface Control Module 5 Long Term Memory Performance

DTC P1FB8

Hybrid/EV Battery Interface Control Module 6 Long Term Memory Performance

DTC P1FB9

Hybrid/EV Battery Interface Control Module 7 Long Term Memory Performance

DTC P1FBA

Hybrid/EV Battery Interface Control Module 8 Long Term Memory Performance

DTC P1FBB

Hybrid/EV Battery Interface Control Module 9 Long Term Memory Performance

DTC P1FBC

Hybrid/EV Battery Interface Control Module 10 Long Term Memory Performance

DTC P1FBD

Hybrid/EV Battery Interface Control Module 5 Performance

DTC P1FBE

Hybrid/EV Battery Interface Control Module 6 Performance

DTC P1FBF

Hybrid/EV Battery Interface Control Module 7 Performance

DTC P1FC0

Hybrid/EV Battery Interface Control Module 8 Performance

DTC P1FC1

Hybrid/EV Battery Interface Control Module 9 Performance

DTC P1FC2

Hybrid/EV Battery Interface Control Module 10 Performance

DTC P1FCF

Hybrid/EV Battery Interface Control Module 5 Processor Performance

DTC P1FD0

Hybrid/EV Battery Interface Control Module 6 Processor Performance

DTC P1FD1

Hybrid/EV Battery Interface Control Module 7 Processor Performance

DTC P1FD2

Hybrid/EV Battery Interface Control Module 8 Processor Performance

DTC P1FD3

Hybrid/EV Battery Interface Control Module 9 Processor Performance

DTC P1FD4

Hybrid/EV Battery Interface Control Module 10 Processor Performance

DTC P1FF3

Hybrid/EV Battery Interface Control Module 6 Read Only Memory Performance

DTC P3031

Hybrid/EV Battery Interface Control Module 11 Read Only Memory

DTC P3032

Hybrid/EV Battery Interface Control Module 11 Random Access Memory

DTC P3033

Hybrid/EV Battery Interface Control Module 11 Long Term Memory Performance

DTC P3034

Hybrid/EV Battery Interface Control Module 11 Performance

DTC P3037

Hybrid/EV Battery Interface Control Module 11 Processor Performance

DTC P303C

Hybrid/EV Battery Interface Control Module 12 Read Only Memory

DTC P303D

Hybrid/EV Battery Interface Control Module 12 Random Access Memory

DTC P303E

Hybrid/EV Battery Interface Control Module 12 Long Term Memory Performance

DTC P303F

Hybrid/EV Battery Interface Control Module 12 Performance

DTC P3042

Hybrid/EV Battery Interface Control Module 12 Processor Performance

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

The Hybrid/EV Battery Interface Control Modules will diagnose their own systems and determine when a fault condition is present. This diagnostic applies to internal microprocessor integrity conditions within

the Hybrid/EV Battery Interface Control Modules. This fault is internal to the Hybrid/EV Battery Interface Control Modules and no external circuits are involved.

Conditions for Running the DTC

- The device is awake.
- The system voltage is at least 9 V.
- DTC U2603 - U2606 or U2617 - U2624 is not set.

Conditions for Setting the DTC

The device has detected an internal malfunction.

Action Taken When the DTC Sets

DTCs P1E8E - P1E91, P1E94 - P1E97, P1E9A - P1E9D, P1EA0 - P1EA3, P1F06 - P1F09, P1FAC - P1FC2, P1FCF - P1FD4, P1FF3, P3031 - P3034, P3037, P303C - P303F, and P3042 are type A DTCs.

Conditions for Clearing the DTC

DTCs P1E8E - P1E91, P1E94 - P1E97, P1E9A - P1E9D, P1EA0 - P1EA3, P1F06 - P1F09, P1FAC - P1FC2, P1FCF - P1FD4, P1FF3, P3031 - P3034, P3037, P303C - P303F, and P3042 are type A DTCs.

Diagnostic Aids

- The Hybrid/EV Battery Interface Control Modules 1 - 12 are all internal to the Battery Energy Control Module.
- If stored only as a history DTC and not retrieved as a current DTC, do not replace the device.

Reference Information

Schematic Reference

Data Communication Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Data Link Communications Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

DTC Type Reference

Powertrain Diagnostic Trouble Code (DTC) Type Definitions

Scan Tool References

[Control Module References](#) for scan tool information

Circuit/System Verification

WARNING: Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed. cardiagn.com

The High Voltage Disabling procedure includes the following steps:

- Identify how to disable high voltage.
- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.
- Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.
 - Visually and functionally inspect the gloves before use.
 - Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.

Failure to follow the procedures may result in serious injury or death.

1. Vehicle in Service Mode.
2. Verify that DTC P1E8E - P1E91, P1E94 - P1E97, P1E9A - P1E9D, P1EA0 - P1EA3, P1F06 - P1F09, P1FAC - P1FC2, P1FCF - P1FD4, P1FF3, P3031 - P3034, P3037, P303C - P303F, or P3042 is not set.

- **If any of the DTCs are set**

Replace the K16 Battery Energy Control Module.

- **If none of the DTCs are set**

3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC P1EB1: HYBRID/EV BATTERY INTERFACE CONTROL MODULE SOFTWARE INCOMPATIBLE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC P1EB1

Hybrid/EV Battery Interface Control Module Software Incompatible

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

This is the software incompatibility issue between the Hybrid/EV Battery Interface Control Modules and the Battery Energy Control Module. No external circuits are involved.

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Conditions for Running the DTC

- Vehicle ON.
- The system voltage is at least 9 V.
- DTC U2401, U2603, U2604, U2605, or U2606 is not set.

Conditions for Setting the DTC

- Any one of the Hybrid/EV Battery Interface Control Module software revision does not match.
- Battery Energy Control Module software and Hybrid/EV Battery Interface Control Module software are incompatible.

Action Taken When the DTC Sets

- Slave data that are incompatible with the Battery Energy Control Module software is set to Invalid, 0 V and -40°C (-40°F).
- DTC P1EB1 is a type A DTC.

Conditions for Clearing the DTC

DTC P1EB1 is a type A DTC.

Diagnostic Aids

If stored only as a history DTC and not retrieved as a current DTC, do not replace the device.

Circuit/System Verification

WARNING: Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure includes the following steps:

- Identify how to disable high voltage.
- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.
- Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.
 - Visually and functionally inspect the gloves before use.
 - Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.

Failure to follow the procedures may result in serious injury or death.

1. Vehicle in Service Mode.
2. Verify DTC P1EB1 is not set.

- **If DTC P1EB1 is set**

1. Program the K16 Battery Energy Control Module.
2. Verify the DTC does not set.

- If the DTC sets without other DTCs set, replace the K16 Battery Energy Control Module.

- If the DTC sets along with any of the DTCs P1EB2, P1EB3, P1EB4, or P1EB5 set, refer to **DTC P1EB2-P1EB5, P1FA6-P1FAB, P3030, or P303B.**
- If the DTC does not set

3. All OK.

- **If DTC P1EB1 is not set**

3. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

Control Module References for device replacement, programming and setup

DTC P1EB2-P1EB5, P1FA6-P1FAB, P3030, OR P303B: HYBRID/EV BATTERY INTERFACE CONTROL MODULE NOT PROGRAMMED

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC P1EB2

Hybrid/EV Battery Interface Control Module 1 Not Programmed

DTC P1EB3

Hybrid/EV Battery Interface Control Module 2 Not Programmed

DTC P1EB4

Hybrid/EV Battery Interface Control Module 3 Not Programmed

DTC P1EB5

Hybrid/EV Battery Interface Control Module 4 Not Programmed

DTC P1FA6

Hybrid/EV Battery Interface Control Module 5 Not Programmed

DTC P1FA7

Hybrid/EV Battery Interface Control Module 6 Not Programmed

DTC P1FA8

Hybrid/EV Battery Interface Control Module 7 Not Programmed

DTC P1FA9

Hybrid/EV Battery Interface Control Module 8 Not Programmed

DTC P1FAA

Hybrid/EV Battery Interface Control Module 9 Not Programmed

DTC P1FAB

Hybrid/EV Battery Interface Control Module 10 Not Programmed

DTC P3030

Hybrid/EV Battery Interface Control Module 11 Not Programmed

DTC P303B

Hybrid/EV Battery Interface Control Module 12 Not Programmed

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

When the Battery Energy Control Module is flash programmed, the Hybrid/EV Battery Interface Control Module operating software and calibrations are provided to the Battery Energy Control Module. The Hybrid/EV Battery Interface Control Module software and calibrations are then loaded to each of the Hybrid/EV Battery Interface Control Modules from the Battery Energy Control Module. This operation is automatic and requires no operator action. At this point, if any of the Hybrid/EV Battery Interface Control Modules are not programmed correctly, the appropriate DTC is set. This fault is internal to the Hybrid/EV Battery Interface Control Modules and no external circuits are involved.

Conditions for Running the DTC

- The Battery Energy Control Module is awake and communicating.
- The system voltage is at least 9 V.

Conditions for Setting the DTC

The Hybrid/EV Battery Interface Control Module is not programmed correctly.

Action Taken When the DTC Sets

DTCs P1EB2, P1EB3, P1EB4, P1EB5, P1FA6, P1FA7, P1FA8, P1FA9, P1FAA, P1FAB, P3030, and P303B are type A DTCs.

Conditions for Clearing the DTC

- The Hybrid/EV Battery Interface Control Module is programmed correctly.
- DTCs P1EB2, P1EB3, P1EB4, P1EB5, P1FA6, P1FA7, P1FA8, P1FA9, P1FAA, P1FAB, P3030, and P303B are type A DTCs.

Diagnostic Aids

The Hybrid/EV Battery Interface Control Modules 1 - 12 are all internal to the Battery Energy Control Module.

Reference Information

Schematic Reference

Data Communication Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Data Link Communications Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)

- [Wiring Repairs](#)

DTC Type Reference

[Powertrain Diagnostic Trouble Code \(DTC\) Type Definitions](#)

Scan Tool References

[Control Module References](#) for scan tool information

[Circuit/System Verification](#)

WARNING:

Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure includes the following steps:

- Identify how to disable high voltage.
- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.
- Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.
 - Visually and functionally inspect the gloves before use.
 - Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.

Failure to follow the procedures may result in serious injury or death.

1. Vehicle in Service Mode.
2. Verify DTC P1EB2, P1EB3, P1EB4, P1EB5, P1FA6, P1FA7, P1FA8, P1FA9, P1FAA, P1FAB, P3030, or P303B is not set.
 - **If any of the DTCs are set**
 1. Program the K16 Battery Energy Control Module.
 2. Verify the DTC does not set.
 - If the DTC sets, replace the K16 Battery Energy Control Module.
 - If the DTC does not set
 3. All OK.
 - **If none of the DTCs are set**
3. All OK

[Repair Instructions](#)

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC P1EB9: HIGH VOLTAGE ENERGY MANAGEMENT COMMUNICATION BUS ENABLE CIRCUIT

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[Diagnostic Instructions](#)

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC P1EB9

High Voltage Energy Management Communication Bus Enable Circuit

For symptom byte information, refer to [Symptom Byte List](#) .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
High Voltage Energy Management Communication Enable	P1EB9, U0100-U02FF*	U0100-U02FF	U0100-U02FF	-
* Vehicle will not start.				

Circuit/System Description

The Hybrid/EV Powertrain Control Module 2 activates the high voltage energy management communication enable circuit when the vehicle is on. This circuit wakes up the devices for high voltage energy bus communication.

Conditions for Running the DTC

- The system voltage is between 9 - 16 V.
- The vehicle power mode master requires serial data communication to occur.

Conditions for Setting the DTC

The Hybrid/EV Powertrain Control Module 2 detects a fault in the high voltage energy management communication enable circuit.

Action Taken When the DTC Sets

DTC P1EB9 is a type A DTC.

Conditions for Clearing the DTC

DTC P1EB9 is a type A DTC.

Diagnostic Aids

Short to ground will also set multiple no communication codes for devices on high voltage energy serial data bus.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

Description and Operation

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[Data Link Communications Description and Operation](#)

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Special Tools

EL-48900 HEV Safety Kit

For equivalent regional tools, refer to [Special Tools](#) .

Circuit/System Testing

WARNING: Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure includes the following steps:

- Identify how to disable high voltage.
- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.
- Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.
 - Visually and functionally inspect the gloves before use.
 - Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.

Failure to follow the procedures may result in serious injury or death.

NOTE: Use the schematics to determine which devices are on the K114B Hybrid/EV Powertrain Control Module 2 terminal 65 X2 high voltage energy management communication enable circuit. Use the connector end views to identify the B+, ignition, and high voltage energy management communication enable circuit terminals for each of those devices.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the X2 harness connector at the K114B Hybrid/EV Powertrain Control Module 2. It may take up to 2 min for all vehicle systems to power down.
2. Test for greater than 100 Ω , but less than infinite resistance, between the high voltage energy management communication enable circuit terminal 65 X2 and ground.
 - If 100 Ω or less

Refer to Testing the High Voltage Energy Management Communication Enable Circuits for a Short to Ground.

- **If infinite resistance**

Test for an open/high resistance in the high voltage energy management communication enable circuit.

- **If greater than 100 Ω and less than infinite resistance**

3. Vehicle in Service Mode.

4. Verify that a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the B+ circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

5. Verify that a test lamp illuminates between each ignition circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

6. Replace the K114B Hybrid/EV Powertrain Control Module 2.

Testing the High Voltage Energy Management Communication Enable Circuits for a Short to Ground

1. Perform the High Voltage Disabling procedure. Refer to [High Voltage Disabling](#).

2. Reconnect the 12 V battery.

3. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connector at an easily accessible device that shares the K114B Hybrid/EV Powertrain Control Module 2 terminal 65 X2 high voltage energy management communication enable circuit. It may take up to 2 min for all vehicle systems to power down.

4. Test for less than 100 Ω between the K114B Hybrid/EV Powertrain Control Module 2 high voltage energy management communication enable circuit terminal 65 X2 and ground.

- **If 100 Ω or greater**

Replace the device that was just disconnected.

- **If less than 100 Ω**

5. Repeat step 3 until all devices on the K114B Hybrid/EV Powertrain Control Module 2 high voltage energy management communication enable circuit terminal 65 X2 have been

disconnected.

6. Repair the short to ground on the high voltage energy management communication enable circuit.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup.

DTC P1EC1 OR P1EC2: BATTERY ENERGY CONTROL MODULE HIGH VOLTAGE ENERGY MANAGEMENT COMMUNICATION BUS ENABLE CIRCUIT LOW VOLTAGE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC P1EC1

Battery Energy Control Module High Voltage Energy Management Communication Bus Enable Circuit Low Voltage

For symptom byte information, refer to [Symptom Byte List](#) .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
High Voltage Energy Management Communication Enable	P1EC1	P1EC1	-	-

Circuit/System Description

The Hybrid/EV Powertrain Control Module 2 activates the high voltage energy management communication enable circuit when the vehicle is on. The high voltage energy management communication enable circuit wakes up the Battery Energy Control Module for serial data communication.

The Battery Energy Control Module compares the high voltage energy management communication enable hardwire signal with a Hybrid/EV Powertrain Control Module 2 serial data message indicating that the high voltage energy management communication enable signal is active. If the high voltage energy management communication enable hardwire signal is low when the serial data message indicates it should be high, then DTC P1EC1 is set.

Conditions for Running the DTC

- The device is awake and communicating.
- The system voltage is at least 9 V.
- DTCs U2602, U180B, P1A0C, or P1A07 is not set.

Conditions for Setting the DTC

P1EC1

The ignition voltage on the high voltage energy management communication enable circuit is less than 5 V.

Action Taken When the DTC Sets

DTCs P1EC1 and P1EC2 are type A DTCs.

Conditions for Clearing the DTC

P1EC1

The ignition voltage on the high voltage energy management communication enable circuit is at least 5 V for 10 s.

DTCs P1EC1 and P1EC2 are type A DTCs.

Diagnostic Aids

Short to ground will also set multiple no communication codes for devices on high voltage management serial data bus.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

- [COMPONENT CONNECTOR END VIEWS - INDEX](#)
- [INLINE HARNESS CONNECTOR END VIEWS - INDEX](#)

Description and Operation

[Data Link Communications Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Special Tools

- **EL-48900** HEV Safety Kit
- **EL-52014** Low Voltage Test Harness

For equivalent regional tools, refer to [Special Tools](#) .

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC P1EB9 or U185B is not set.

- **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- **If none of the DTCs are set**

3. Refer to Circuit/System Testing.

Circuit/System Testing

WARNING: Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure includes the following steps:

- Identify how to disable high voltage.
- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.
- Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.
 - Visually and functionally inspect the gloves before use.
 - Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.

Failure to follow the procedures may result in serious injury or death.

NOTE: Use the schematics and connector end views to identify the devices' high voltage energy management communication enable circuit terminals.

1. Vehicle OFF, disconnect the X357 harness connector at the A4 Hybrid/EV Battery Pack.
2. Vehicle in Service Mode.
3. Verify that a test lamp illuminates between the high voltage energy management communication enable circuit terminal 11 X357 and ground.
 - **If the test lamp does not illuminate**
 1. Vehicle OFF, disconnect the X2 harness connector at the K114B Hybrid/EV Powertrain Control Module 2.
 2. Test for infinite resistance between the high voltage energy management communication enable circuit terminal 11 X357 at the A4 Hybrid/EV Battery Pack and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the high voltage energy management communication enable circuit end to end between the A4 Hybrid/EV Battery Pack terminal 11 X357 and the K114B Hybrid/EV Powertrain Control Module 2 terminal 65 X2.
 - If greater than 2 Ω , repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K114B Hybrid/EV Powertrain Control Module 2.
 - **If the test lamp illuminates**
4. Vehicle OFF, connect the X357 harness connector at the A4 Hybrid/EV Battery Pack.
5. Perform the High Voltage Disabling procedure before proceeding with this diagnostic. Refer to [High Voltage Disabling](#).
6. Reconnect the 12 V battery.
7. Vehicle OFF, connect the EL-52014 low voltage test harness.
8. Disconnect the X8 harness connector at the K16 Battery Energy Control Module.
9. Vehicle in Service Mode.
10. Verify that a test lamp illuminates between the high voltage energy management communication enable circuit terminal 10 X8 at K16 Battery Energy Control Module and ground.

- **If the test lamp does not illuminate**

Repair the open/high resistance in the circuit.

- **If the test lamp illuminates**

11. Replace the K16 Battery Energy Control Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U0020: LOW SPEED CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC U0020

Low Speed CAN Bus

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

Devices connected to the GMLAN serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have programmed information about what messages are needed to be exchanged on the serial data circuits. The messages are also supervised and some periodic messages are used by the receiver device as an availability indication of the transmitter device.

Conditions for Running the DTCs

- Supply voltage to the devices is in the normal operating range.
- The vehicle power mode requires serial data communication to occur.
- The DTC U2100 does not have a current status.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTCs Sets

The device uses a default value for the missing parameter.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Circuit/System Verification

Diagnosis of this DTC is accomplished via the symptom or an additional DTC. Refer to [Scan Tool Does Not Communicate with Low Speed GMLAN Device](#) , or [Diagnostic Trouble Code \(DTC\) List](#) .

DTC U0073 OR U2100: CONTROL MODULE COMMUNICATION BUS A OFF, CAN BUS COMMUNICATION

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC U0073

Control Module Communication Bus A Off

DTC U2100

CAN Bus Communication

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

The serial data circuits are used to communicate information between the devices. The serial data circuits also connect directly to the data link connector (DLC).

Conditions for Running the DTCs

- Supply voltage to the devices is in the normal operating range.
- The vehicle power mode requires serial data communications.

Conditions for Setting the DTC

The device setting the DTC has attempted to establish communications on the serial data circuits more than 3 times in 5 s.

Action Taken When the DTCs Sets

- The device suspends all message transmission.
- The device uses default values for all parameters received on the serial data circuits.
- In the transmission control module, DTC U0073 will cause the transmission to go into default gears.
- In the engine control module and transmission control module, DTC U0073 will cause the malfunction indicator lamp (MIL) to illuminate.
- If equipped with eAssist, DTC U0073 in the hybrid powertrain control module is a type B DTC and will cause the malfunction indicator lamp to illuminate and result in the engine operating in conventional engine mode and will maintain 14 V module operation.
- The device inhibits the setting of all other communication DTCs.

Conditions for Clearing the DTC

- The engine control module or transmission control module turns OFF the MIL after 4 consecutive ignition cycles that the diagnostic runs and does not fail.
- If equipped with eAssist, the hybrid powertrain control module turns off the MIL after the diagnostic runs and does not fail during subsequent ignition cycles. Normal operation will resume 5 s after subsequent ignition cycle.
- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Circuit/System Verification

1. Refer to [Data Link References](#) to determine which serial data communication system is used for a specific device.
2. This DTC may not be retrieved with a current status. Diagnosis is accomplished using the symptom. Refer to [Symptoms - Data Communications](#).

DTC U0074: CONTROL MODULE COMMUNICATION POWERTRAIN EXPANSION CAN BUS OFF

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U0074

Control Module Communication Powertrain Expansion CAN Bus Off

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Powertrain High Speed GMLAN Serial Data (+)	U0074	U0074, U0100-U02FF*	U0074	-
Powertrain High Speed GMLAN Serial Data (-)	U0074	U0074, U0100-U02FF*	U0074	-
Ground (auxiliary data connector terminal 5)	-	U0074	-	-
* An open in only one powertrain high speed GMLAN serial data circuit may allow degraded communication between the devices.				

Circuit/System Description

The serial data is transmitted on two twisted wires that allow speeds up to 500 Kb/s. The twisted pair is terminated with two 120 Ω resistors, one is internal to the engine control module (ECM) and the other can be a separate resistor in a connector assembly or in another device. The resistors are used as the load for the powertrain high speed GMLAN bus during normal vehicle operation. The powertrain high speed GMLAN is a differential bus. The powertrain high speed GMLAN serial data bus (+) and powertrain high speed GMLAN serial data (-) are driven to opposite extremes from a rest or idle level of approximately 2.5 V. Driving the lines to their extremes, adds 1 V to the powertrain high speed GMLAN serial data bus (+) circuit and subtracts 1 V from the powertrain high speed GMLAN serial data bus (-) circuit. If serial data is lost, devices will set a no communication code against the non-communicating device. Note that a loss of serial data DTC does not represent a failure of the device that set it.

The powertrain high speed GMLAN serial data circuits connect directly to the auxiliary data connector. The scan tool does not communicate with powertrain high speed GMLAN bus.

Conditions for Running the DTC

- Supply voltage to the devices are in the normal operating range.
- The vehicle power mode requires serial data communications.

Conditions for Setting the DTC

The device setting the DTC has attempted to establish communications on the powertrain high speed GMLAN serial data circuits more than 3 times.

Action Taken When the DTC Sets

- The device suspends all message transmission.
- The MIL and battery indicators will illuminate, along with several DIC messages.
- DTC U0074 is a type A DTC.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.
- DTC U0074 is a type A DTC.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U-code present. However, there is no associated "current" or "active" status. Loss-of-communication U-codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss-of-communication U-code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- Do not replace a device reporting a U-code. The U-code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- The engine will not start when there is a total malfunction of the powertrain high speed GMLAN serial data bus.
- Use [Data Link References](#) to determine which devices connect to the powertrain high speed GMLAN serial data bus.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Data Link Communications Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)

- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify two or more devices are not communicating on the powertrain high speed GMLAN serial data circuit. Refer to [Data Link References](#) to determine how many devices should be communicating on the bus.
 - **If only one device is not communicating**
Refer to Circuit/System Testing - Testing the Device Circuits.
 - **If two or more devices are not communicating**
3. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the scan tool from the X84 data link connector. The following tests will be done at the X84B auxiliary data connector. It may take up to 2 minutes for all vehicle systems to power down.
4. Test for less than 10 Ω between the ground circuit terminal 5 and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
5. Vehicle in Service Mode.
6. Test for less than 4.5 V between the serial data circuits listed below and ground.
 - Terminal 12
 - Terminal 13
 - **If 4.5 V or greater**
Refer to Circuit/System Testing - Testing the Serial Data Circuits for a Short to Voltage.
 - **If less than 4.5 V**
7. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. It may take up to 2 minutes for all vehicle systems to power down.
8. Test for greater than 100 Ω between the serial data circuits listed below and ground.
 - Terminal 12
 - Terminal 13
 - **If 100 Ω or less**
Refer to Circuit/System Testing - Testing the Serial Data Circuits for a Short to Ground.
 - **If greater than 100 Ω**
9. Test for 50 - 70 Ω between the serial data circuit terminals 12 and 13.
 - **If less than 35 Ω**
Refer to Circuit/System Testing - Testing the Serial Data Circuits for a Short between the Circuits.
 - **If between 35 - 50 Ω**

There may be a third terminating resistor between the serial data circuits. This can happen if the incorrect device is installed. Some devices are available with and without the

terminating resistors installed to reduce the need of terminating resistors in the wiring harness. Refer to Circuit/System Testing - Testing the Serial Data Circuits for a Short between the Circuits.

- **If greater than 70 Ω but less than infinite**

Refer to Circuit/System Testing - Testing the Serial Data Circuits for an Open/High Resistance.

- **If infinite resistance**

Repair the open/high resistance in the circuit between the X84B auxiliary data connector and the first splice/device in the serial data circuit.

- **If between 50 - 70 Ω**

10. Refer to Circuit/System Testing - Testing the Device Circuits.

Circuit/System Testing

NOTE:

Some devices with an internal terminating resistor have a loop in the harness that connects the internal terminating resistor to the serial data circuit. When wired this way, test these loop circuits for the appropriate failure mode short to voltage, short to ground, or open/high resistance prior to replacing the device for each of the following tests.

Each device may need to be disconnected to isolate a circuit fault. Use the schematics and connector end views to identify the following:

- **Powertrain high speed GMLAN devices the vehicle is equipped with**
- **Powertrain high speed GMLAN serial data circuit terminating resistors**
- **Device locations on the powertrain high speed GMLAN serial data circuits**
- **Each device's ground, B+, ignition, and powertrain high speed GMLAN serial data circuit terminals**

Testing the Serial Data Circuits for a Short to Voltage

1. Vehicle OFF, disconnect the harness connectors with the powertrain high speed GMLAN serial data circuits at an easily accessible device, Vehicle in Service Mode.
2. Test for greater than 4.5 V between each serial data circuit at the device connector that was just disconnected and ground.
 - **If each serial data circuit is 4.5 V or less**
 1. Vehicle OFF.
 2. Test for less than 10 Ω between each of the device's ground circuit terminals and ground.
 - If 10 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 10 Ω , replace the device that was disconnected.
 - **If any serial data circuit is greater than 4.5 V**
3. Vehicle OFF, disconnect the harness connectors with the powertrain high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to voltage, Vehicle in Service Mode.
4. Test for greater than 4.5 V between each serial data circuit at the device connector that was just disconnected and ground.
 - **If each serial data circuit is 4.5 V or less**
 1. Vehicle OFF.
 2. Test for less than 10 Ω between each of the device's ground circuit terminals and ground.
 - If 10 Ω or greater, repair the open/high resistance in the circuit.

- If less than 10 Ω , replace the device that was disconnected.
 - **If any serial data circuit is greater than 4.5 V**
5. Repeat step 3 until one of the following conditions are isolated:
 - A short to voltage on the serial data circuit between two devices or splice packs, if equipped.
 - A short to voltage on the serial data circuit between a device and a terminating resistor.

Testing the Serial Data Circuits for a Short to Ground

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. It may take up to 2 minutes for all vehicle systems to power down.
2. Disconnect the harness connectors with the powertrain high speed GMLAN serial data circuits at an easily accessible device.
3. Test for greater than 100 Ω between each serial data circuit at the device connector that was just disconnected and ground.
 - **If each serial data circuit is 100 Ω or greater**
Replace the device that was disconnected.
 - **If any serial data circuit is less than 100 Ω**
4. Disconnect the harness connectors with the powertrain high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to ground.
5. Test for greater than 100 Ω between each serial data circuit at the device connector that was just disconnected and ground.
 - **If both serial data circuits are 100 Ω or greater**
Replace the device that was disconnected.
 - **If any serial data circuit is less than 100 Ω**
6. Repeat step 4 until one of the following conditions are isolated:
 - A short to ground on the serial data circuit between two devices or splice packs, if equipped.
 - A short to ground on the serial data circuit between a device and a terminating resistor.
 - A short to ground on the serial data circuit between the X84B auxiliary data connector and the first device or splice pack.

Testing the Serial Data Circuits for a Short between the Circuits

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. It may take up to 2 minutes for all vehicle systems to power down.
2. Disconnect the harness connectors with the powertrain high speed GMLAN serial data circuits at an easily accessible device that is not communicating.
3. Test for greater than 110 Ω between each pair of serial data circuits at the device connector that was just disconnected.
 - **If each pair of serial data circuits is 110 Ω or greater**
Replace the device that was disconnected.
 - **If any pair of serial data circuits is less than 110 Ω**
4. Connect the harness connectors at the device that was disconnected.
5. Disconnect the harness connectors with the powertrain high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted together.
6. Test for greater than 110 Ω between each pair of serial data circuits at the device connector that was just disconnected.
 - **If each pair of serial data circuits is 110 Ω or greater**
Replace the device that was disconnected.

- **If any pair of serial data circuits is less than 110 Ω**

7. Repeat step 4 until one of the following conditions are isolated:

- Serial data circuits shorted together between two devices or splice packs, if equipped.
- Serial data circuits shorted together between a device and a terminating resistor.
- Serial data circuits shorted together between the X84B auxiliary data connector and the first device or splice pack.
- A shorted terminating resistor.

Testing the Serial Data Circuits for an Open/High Resistance

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. It may take up to 2 minutes for all vehicle systems to power down.
2. Disconnect the harness connectors with the powertrain high speed GMLAN serial data circuits at an easily accessible device that is not communicating.
3. Test for less than 130 Ω between each pair of serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuit is 130 Ω or less**

Replace the device that was disconnected.

- **If any pair of serial data circuits is greater than 130 Ω**

4. Connect the harness connectors at the device that was disconnected.
5. Disconnect the harness connectors with the powertrain high speed GMLAN serial data circuits at another device, in the direction of the circuit with the open/high resistance.
6. Test for less than 130 Ω between each pair of serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuits is 130 Ω or less**

Replace the device that was disconnected.

- **If any pair of serial data circuits is greater than 130 Ω**

7. Repeat step 4 until one of the following conditions are isolated:

- An open/high resistance on the serial data circuit between two devices or splice packs, if equipped.
- An open/high resistance on the serial data circuit between a device and a terminating resistor.
- An open/high resistance terminating resistor.

Testing the Device Circuits

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. It may take up to 2 minutes for all vehicle systems to power down.
2. Disconnect the harness connectors at an easily accessible device that is not communicating.
3. Test for less than 10 Ω between each ground circuit terminal and ground.

- **If 10 Ω or greater**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

4. Vehicle in Service Mode

5. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the B+ circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
- **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
- **If the test lamp illuminates**
- 6. Vehicle in Service Mode.
- 7. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which has a fuse in the circuit, and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
 - **If the test lamp illuminates**
- 8. Vehicle in Service Mode
- 9. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground.
 - **If the test lamp does not illuminate**
 1. Vehicle OFF, disconnect the harness connectors at the control module that controls the ignition circuit.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the control module that controls the ignition circuit.
 - **If the test lamp illuminates**
- 10. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. It may take up to 2 minutes for all vehicle systems to power down.
- 11. Test for less than 130 Ω between each pair of powertrain high speed GMLAN serial data circuits at the device connector that was just disconnected.
 - **If any pair of serial data circuits is greater than 130 Ω**

Repair the open/high resistance in the serial data circuits between the disconnected device and the circuit splice in the serial data circuits.
 - **If each pair of serial data circuits is 130 Ω or less**
- 12. Replace the device that was disconnected.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U0077: CONTROL MODULE COMMUNICATION CHASSIS EXPANSION CAN BUS OFF

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U0077

Control Module Communication Chassis Expansion CAN Bus Off

For symptom byte information, refer to [Symptom Byte List](#) .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Chassis High Speed GMLAN Serial Data (+)	U0077	U0077, U0100 - U02FF*	U0077	-
Chassis High Speed GMLAN Serial Data (-)	U0077	U0077, U0100 - U02FF*	U0077	-
Ground (DLC, terminal 5)	-	1	-	-
* An open in only one chassis high speed GMLAN serial data circuit may allow degraded communication between the devices. An open between the Data Link Connector (DLC) and the first splice/device will only affect the communication with the scan tool. The devices will still communicate. 1. No communication with any chassis high speed GMLAN device.				

Circuit/System Description

The GMLAN high speed chassis expansion bus functions the same as the GMLAN high speed bus, and the two buses operate in parallel. The expansion chassis bus was added to reduce message congestion on the primary high speed bus. Since the GMLAN high speed chassis bus and primary GMLAN high speed bus operate in the same manner, the diagnostics for each are the same.

The chassis high speed GMLAN serial data circuits also connect directly to the Data Link Connector (DLC).

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

The device setting the DTC has attempted to establish communications on the chassis high speed GMLAN serial data circuits more than 3 times.

Action Taken When the DTC Sets

- The device suspends all message transmission.
- The device uses default values for all parameters received on the serial data circuits.
- The device inhibits the setting of all other communication DTCs.
- DTC U0077 is a type A DTC.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.

- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.
- DTC U0077 is a type A DTC.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

Description and Operation

[Data Link Communications Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify two or more devices are not communicating on the chassis high speed GMLAN serial data circuit. Refer to [Data Link References](#) to determine how many devices should be communicating on the bus.

- **If only one device is not communicating**

Refer to Circuit/System Testing - Testing the Device Circuits.

- **If two or more devices are not communicating**

3. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the scan tool from the X84 Data Link Connector. The following tests will be done at the X84 Data Link Connector.

4. Test for less than 10 Ω between the ground circuit terminal 5 and ground.

- **If 10 Ω or greater**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

5. Vehicle in Service Mode.

6. Test for less than 4.5 V between the serial data circuits listed below and ground.

- Terminal 12

- Terminal 13

- **If 4.5 V or greater**

Refer to Circuit/System Testing - Testing the Serial Data Circuits for a Short to Voltage.

- **If less than 4.5 V**

7. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.

8. Test for greater than 100 Ω between the serial data circuits listed below and ground.

- Terminal 12

- Terminal 13

- **If 100 Ω or less**

Refer to Circuit/System Testing - Testing the Serial Data Circuits for a Short to Ground.

- **If greater than 100 Ω**

9. Test for 50 - 70 Ω between the serial data circuit terminals 12 and 13.

- **If less than 35 Ω**

Refer to Circuit/System Testing - Testing the Serial Data Circuits for a Short between the Circuits.

- **If between 35 - 50 Ω**

There may be a third terminating resistor between the serial data circuits. This can happen if the incorrect device is installed. Some devices are available with and without the terminating resistors installed to reduce the need of terminating resistors in the wiring harness. Refer to Circuit/System Testing - Testing the Serial Data Circuits for a Short between the Circuits.

- **If greater than 70 Ω but less than infinite**

Refer to Circuit/System Testing - Testing the Serial Data Circuits for an Open/High Resistance.

- **If infinite resistance**

Repair the open/high resistance in the circuit between the X84 Data Link Connector and the first splice/device in the serial data circuit.

- **If between 50 - 70 Ω**

10. Refer to Circuit/System Testing - Testing the Device Circuits.

Circuit/System Testing

NOTE:

Some devices with an internal terminating resistor have a loop in the harness that connects the internal terminating resistor to the serial data circuit. When wired this way, test these loop circuits for the appropriate failure mode short to voltage, short to ground, or open/high resistance prior to replacing the device for each of the following tests.

Each device may need to be disconnected to isolate a circuit fault. Use the schematics and connector end views to identify the following:

- Chassis high speed GMLAN devices the vehicle is equipped with
- Chassis high speed GMLAN serial data circuit terminating resistors
- Device locations on the chassis high speed GMLAN serial data circuits
- Each device's ground, B+, ignition, and chassis high speed GMLAN serial data circuit terminals

Testing the Serial Data Circuits for a Short to Voltage

1. Vehicle OFF, disconnect the harness connectors with the chassis high speed GMLAN serial data circuits at an easily accessible device, Vehicle in Service Mode.
2. Test for greater than 4.5 V between each serial data circuit at the device connector that was just disconnected and ground.
 - **If each serial data circuit is 4.5 V or less**
 1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
 2. Test for less than 10 Ω between each of the device's ground circuit terminals and ground.
 - If 10 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 10 Ω , replace the device that was disconnected.
 - **If any serial data circuit is greater than 4.5 V**
3. Vehicle OFF, disconnect the harness connectors with the chassis high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to voltage, Vehicle in Service Mode.
4. Test for greater than 4.5 V between each serial data circuit at the device connector that was just disconnected and ground.
 - **If each serial data circuit is 4.5 V or less**
 1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
 2. Test for less than 10 Ω between each of the device's ground circuit terminals and ground.
 - If 10 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 10 Ω , replace the device that was disconnected.
 - **If any serial data circuit is greater than 4.5 V**

5. Repeat step 3 until one of the following conditions are isolated:

- A short to voltage on the serial data circuit between two devices or splice packs, if equipped.
- A short to voltage on the serial data circuit between a device and a terminating resistor.

Testing the Serial Data Circuits for a Short to Ground

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Disconnect the harness connectors with the chassis high speed GMLAN serial data circuits at an easily accessible device.
3. Test for greater than 100 Ω between each serial data circuit at the device connector that was just disconnected and ground.

- **If each serial data circuit is 100 Ω or greater**

Replace the device that was disconnected.

- **If any serial data circuit is less than 100 Ω**

4. Disconnect the harness connectors with the chassis high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to ground.
5. Test for greater than 100 Ω between each serial data circuit at the device connector that was just disconnected and ground.

- **If both serial data circuits are 100 Ω or greater**

Replace the device that was disconnected.

- **If any serial data circuit is less than 100 Ω**

6. Repeat step 4 until one of the following conditions are isolated:

- A short to ground on the serial data circuit between two devices or splice packs, if equipped.
- A short to ground on the serial data circuit between a device and a terminating resistor.
- A short to ground on the serial data circuit between the X84 Data Link Connector and the first device or splice pack.

Testing the Serial Data Circuits for a Short between the Circuits

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Disconnect the harness connectors with the chassis high speed GMLAN serial data circuits at an easily accessible device that is not communicating.
3. Test for greater than 110 Ω between each pair of serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuits is 110 Ω or greater**

Replace the device that was disconnected.

- **If any pair of serial data circuits is less than 110 Ω**

4. Connect the harness connectors at the device that was disconnected.
5. Disconnect the harness connectors with the chassis high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted together.
6. Test for greater than 110 Ω between each pair of serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuits is 110 Ω or greater**

Replace the device that was disconnected.

- **If any pair of serial data circuits is less than 110 Ω**

7. Repeat step 4 until one of the following conditions are isolated:

- Serial data circuits shorted together between two devices or splice packs, if equipped.
- Serial data circuits shorted together between a device and a terminating resistor.
- Serial data circuits shorted together between the X84 Data Link Connector and the first device or splice pack.
- A shorted terminating resistor.

Testing the Serial Data Circuits for an Open/High Resistance

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Disconnect the harness connectors with the chassis high speed GMLAN serial data circuits at an easily accessible device that is not communicating.
3. Test for less than 130 Ω between each pair of serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuit is 130 Ω or less**

Replace the device that was disconnected.

- **If any pair of serial data circuits is greater than 130 Ω**

4. Connect the harness connectors at the device that was disconnected.
5. Disconnect the harness connectors with the chassis high speed GMLAN serial data circuits at another device, in the direction of the circuit with the open/high resistance.
6. Test for less than 130 Ω between each pair of serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuits is 130 Ω or less**

Replace the device that was disconnected.

- **If any pair of serial data circuits is greater than 130 Ω**

7. Repeat step 4 until one of the following conditions are isolated:
 - An open/high resistance on the serial data circuit between two devices or splice packs, if equipped.
 - An open/high resistance on the serial data circuit between a device and a terminating resistor.
 - An open/high resistance terminating resistor.

Testing the Device Circuits

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Disconnect the harness connectors at an easily accessible device that is not communicating.
3. Test for less than 10 Ω between each ground circuit terminal and ground.

- **If 10 Ω or greater**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

4. Vehicle in Service Mode

5. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF, remove the test lamp.

2. Test for less than 2 Ω in the B+ circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF, remove the test lamp.
2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.

- **If the test lamp illuminates**

6. Vehicle in Service Mode.

7. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which has a fuse in the circuit, and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF, remove the test lamp.
2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF, remove the test lamp.
2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.

- **If the test lamp illuminates**

8. Vehicle in Service Mode

9. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground.

- **If the test lamp does not illuminate**

1. Vehicle OFF, remove the test lamp, disconnect the harness connectors at the control module that controls the ignition circuit.
2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
3. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the control module that controls the ignition circuit.

- **If the test lamp illuminates**

10. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.

11. Test for less than 130 Ω between each pair of chassis high speed GMLAN serial data circuits at the device connector that was just disconnected.

- **If any pair of serial data circuits is greater than 130 Ω**

Repair the open/high resistance in the serial data circuits between the disconnected device and the circuit splice in the serial data circuits.

- **If each pair of serial data circuits is 130 Ω or less**

12. Replace the device that was disconnected.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U0078

Control Module Communication Low Speed CAN Bus Off

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

The low speed GMLAN serial data bus is used to communicate information between the devices. The serial data is transmitted over a single wire to the appropriate devices. The low speed GMLAN serial data circuits also connect directly to the data link connector (DLC).

Conditions for Running the DTC

- Supply voltage to the devices are in the normal operating range.
- The vehicle power mode requires serial data communications.

Conditions for Setting the DTC

The device setting the DTC has attempted to establish communications on the serial data circuits more than 3 times in 5 seconds.

Action Taken When the DTC Sets

- The device suspends all message transmission.
- The device uses default values for all parameters received on the serial data circuits.
- The device inhibits the setting of all other communication DTCs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify DTC U0078 is not set.

- **If DTC U0078 is set**

Refer to [Scan Tool Does Not Communicate with Low Speed GMLAN Device](#) .

- **If DTC U0078 is not set**

3. All OK

DTC U007A: CONTROL MODULE COMMUNICATION HIGH VOLTAGE ENERGY MANAGEMENT CAN BUS OFF

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category. cardiagn.com

DTC Descriptor

Control Module Communication High Voltage Energy Management CAN Bus Off

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
High Voltage Energy Management High Speed GMLAN Serial Data (+)	U007A*	U007A*	U007A*	-
High Voltage Energy Management High Speed GMLAN Serial Data (-)	U007A*	U007A*	U007A*	-
Ground (auxiliary data connector terminal 5)	-	U007A*	-	-

* Other DTCs may be set with this fault.

Circuit/System Description

Devices connected to the high voltage energy management high speed GMLAN serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices when the vehicle is on. The high voltage energy management high speed GMLAN serial data bus uses a terminating resistor that is in parallel with the high voltage energy management high speed GMLAN (+) and (-) circuits.

The high voltage energy management high speed GMLAN serial data circuits connect directly to the auxiliary data connector. The scan tool does not communicate with high voltage energy management high speed GMLAN bus.

Conditions for Running the DTC

- Supply voltage to the devices are in the normal operating range.
- The vehicle power mode requires serial data communications.

Conditions for Setting the DTC

The device setting the DTC has attempted to establish communications on the high voltage energy management high speed GMLAN serial data circuits more than 3 times.

Action Taken When the DTC Sets

- The device suspends all message transmission.
- The device uses default values for all parameters received on the serial data circuits.
- The device inhibits the setting of all other communication DTCs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:

- A device on the data communication circuit was disconnected while the communication circuit is awake.
- Power to one or more devices was interrupted during diagnosis.
- A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
- Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
- If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- The engine may not start when there is a total malfunction of the high voltage energy management high speed GMLAN serial data bus.
- Use [Data Link References](#) to determine which devices connect to the high voltage energy management high speed GMLAN serial data bus.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

Description and Operation

[Data Link Communications Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Special Tools

EL-48900 HEV Safety Kit

For equivalent regional tools, refer to [Special Tools](#) .

Circuit/System Testing

WARNING: Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure includes the following steps: [perdiagm.com](#)

- Identify how to disable high voltage.

- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.
- Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.
 - Visually and functionally inspect the gloves before use.
 - Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.

Failure to follow the procedures may result in serious injury or death.

NOTE:

Some devices with an internal terminating resistor have a loop in the harness that connects the internal terminating resistor to the serial data circuit. When wired this way, test these loop circuits for the appropriate failure mode short to voltage, short to ground, or open/high resistance prior to replacing the device for each of the following tests.

Each device may need to be disconnected to isolate a circuit fault. Use the schematics and connector end views to identify the following:

- High voltage energy management high speed GMLAN devices the vehicle is equipped with
- High voltage energy management high speed GMLAN serial data circuit terminating resistors
- Device locations on the high voltage energy management high speed GMLAN serial data circuits
- Each device's ground, B+, ignition, and high voltage energy management high speed GMLAN serial data circuit terminals

1. Perform the High Voltage Disabling procedure before proceeding with this diagnostic. Refer to [High Voltage Disabling](#).
2. Reconnect the 12 V battery after performing the high voltage disabling procedure.
3. Vehicle in Service Mode.
4. Verify two or more devices are not communicating on the high voltage energy management high speed GMLAN serial data circuit. Refer to [Data Link References](#) to determine how many devices should be communicating on the bus.

- **If only one device is not communicating**

Refer to Testing the Device Circuits.

- **If two or more devices are not communicating**

5. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the scan tool from the X84 Data Link Connector. The following tests will be done at the X84B Auxiliary Data Connector. It may take up to 2 min for all vehicle systems to power down.
6. Test for less than 10 Ω between the ground circuit terminal 5 and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

7. Vehicle in Service Mode.

8. Test for less than 4.5 V between the serial data circuits listed below and ground.

- Terminal 3
- Terminal 11
- **If 4.5 V or greater**

Refer to Testing the Serial Data Circuits for a Short to Voltage.

- **If less than 4.5 V**

9. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.

10. Test for greater than 100 Ω between the serial data circuits listed below and ground.

- Terminal 3
- Terminal 11
- **If 100 Ω or less**

Refer to Testing the Serial Data Circuits for a Short to Ground.

- **If greater than 100 Ω**

11. Test for 50 - 70 Ω between the serial data circuit terminals 3 and 11.

- **If less than 35 Ω**

Refer to Testing the Serial Data Circuits for a Short between the Circuits.

- **If between 35 - 50 Ω**

There may be a third terminating resistor between the serial data circuits. This can happen if the incorrect device is installed. Some devices are available with and without the terminating resistors installed to reduce the need of terminating resistors in the wiring harness. Refer to Testing the Serial Data Circuits for a Short between the Circuits.

- **If greater than 70 Ω but less than infinite**

Refer to Testing the Serial Data Circuits for an Open/High Resistance.

- **If infinite resistance**

Repair the open/high resistance in the circuit between the X84B Auxiliary Data Connector and the first splice/device in the serial data circuit.

- **If between 50 - 70 Ω**

12. Refer to Testing the Device Circuits.

Testing the Serial Data Circuits for a Short to Voltage

1. Vehicle OFF, disconnect the harness connectors with the high voltage energy management high speed GMLAN serial data circuits at an easily accessible device, Vehicle in Service Mode.

2. Test for greater than 4.5 V between each serial data circuit at the device connector that was just disconnected and ground.

- **If each serial data circuit is 4.5 V or less**

1. Vehicle OFF.

2. Test for less than 10 Ω between each of the device's ground circuit terminals and ground.

- If 10 Ω or greater, repair the open/high resistance in the circuit.
- If less than 10 Ω , replace the device that was disconnected.

- **If any serial data circuit is greater than 4.5 V**
3. Vehicle OFF, disconnect the harness connectors with the high voltage energy management high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to voltage, Vehicle in Service Mode.
 4. Test for greater than 4.5 V between each serial data circuit at the device connector that was just disconnected and ground.
 - **If each serial data circuit is 4.5 V or less**
 1. Vehicle OFF.
 2. Test for less than 10 Ω between each of the device's ground circuit terminals and ground.
 - If 10 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 10 Ω , replace the device that was disconnected.
 - **If any serial data circuit is greater than 4.5 V**
 5. Repeat step 3 until one of the following conditions are isolated:
 - A short to voltage on the serial data circuit between two devices or splice packs, if equipped.
 - A short to voltage on the serial data circuit between a device and a terminating resistor.

Testing the Serial Data Circuits for a Short to Ground

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Disconnect the harness connectors with the high voltage energy management high speed GMLAN serial data circuits at an easily accessible device.
3. Test for greater than 100 Ω between each serial data circuit at the device connector that was just disconnected and ground.
 - **If each serial data circuit is 100 Ω or greater**

Replace the device that was disconnected.
 - **If any serial data circuit is less than 100 Ω**
4. Disconnect the harness connectors with the high voltage energy management high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to ground.
5. Test for greater than 100 Ω between each serial data circuit at the device connector that was just disconnected and ground.
 - **If both serial data circuits are 100 Ω or greater**

Replace the device that was disconnected.
 - **If any serial data circuit is less than 100 Ω**
6. Repeat step 4 until one of the following conditions are isolated:
 - A short to ground on the serial data circuit between two devices or splice packs, if equipped.
 - A short to ground on the serial data circuit between a device and a terminating resistor.
 - A short to ground on the serial data circuit between the X84B auxiliary data connector and the first device or splice pack.

Testing the Serial Data Circuits for a Short between the Circuits

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Disconnect the harness connectors with the high voltage energy management high speed GMLAN serial data circuits at an easily accessible device that is not communicating.
3. Test for greater than 110 Ω between each pair of serial data circuits at the device connector that was just disconnected.
 - **If each pair of serial data circuits is 110 Ω or greater**

Replace the device that was disconnected.

- **If any pair of serial data circuits is less than 110 Ω**

4. Connect the harness connectors at the device that was disconnected.
5. Disconnect the harness connectors with the high voltage energy management high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted together.
6. Test for greater than 110 Ω between each pair of serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuits is 110 Ω or greater**

Replace the device that was disconnected.

- **If any pair of serial data circuits is less than 110 Ω**

7. Repeat step 4 until one of the following conditions are isolated:
 - Serial data circuits shorted together between two devices or splice packs, if equipped.
 - Serial data circuits shorted together between a device and a terminating resistor.
 - Serial data circuits shorted together between the X84B auxiliary data connector and the first device or splice pack.
 - A shorted terminating resistor.

Testing the Serial Data Circuits for an Open/High Resistance

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Disconnect the harness connectors with the high voltage energy management high speed GMLAN serial data circuits at an easily accessible device that is not communicating.
3. Test for less than 130 Ω between each pair of serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuit is 130 Ω or less**

Replace the device that was disconnected.

- **If any pair of serial data circuits is greater than 130 Ω**

4. Connect the harness connectors at the device that was disconnected.
5. Disconnect the harness connectors with the high voltage energy management high speed GMLAN serial data circuits at another device, in the direction of the circuit with the open/high resistance.
6. Test for less than 130 Ω between each pair of serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuits is 130 Ω or less**

Replace the device that was disconnected.

- **If any pair of serial data circuits is greater than 130 Ω**

7. Repeat step 4 until one of the following conditions are isolated:
 - An open/high resistance on the serial data circuit between two devices or splice packs, if equipped.
 - An open/high resistance on the serial data circuit between a device and a terminating resistor.
 - An open/high resistance terminating resistor.

Testing the Device Circuits

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Disconnect the harness connectors at an easily accessible device that is not communicating.
3. Test for less than 10 Ω between each ground circuit terminal and ground.

- **If 10 Ω or greater**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

4. Vehicle in Service Mode

5. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the B+ circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the disconnected device.

- **If the test lamp illuminates**

6. Vehicle in Service Mode.

7. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which has a fuse in the circuit, and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the disconnected device.

- **If the test lamp illuminates**

8. Vehicle in Service Mode

9. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground.

- **If the test lamp does not illuminate**

1. Vehicle OFF, disconnect the harness connectors at the control module that controls the ignition circuit.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance

3. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the control module that controls the ignition circuit.

- **If the test lamp illuminates**

10. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.

11. Test for less than 130 Ω between each pair of high voltage energy management high speed GMLAN serial data circuits at the device connector that was just disconnected.

- **If any pair of serial data circuits is greater than 130 Ω**

Repair the open/high resistance in the serial data circuits between the disconnected device and the circuit splice in the serial data circuits.

- **If each pair of serial data circuits is 130 Ω or less**

12. Replace the device that was disconnected.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U007B: CONTROL MODULE COMMUNICATION HIGH SPEED EXTENSION CAN BUS OFF

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U007B 00

Control Module Communication High Speed Extension CAN Bus Off

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Gateway Expansion High Speed GMLAN Serial Data (+) or High Speed GMLAN Serial Data (+) (8)	U007B	U007B	U007B	-
Gateway Expansion High Speed GMLAN Serial Data (-) or High Speed GMLAN Serial Data (-) (8)	U007B	U007B	U007B	-

Circuit/System Description

The devices connected to the gateway expansion high speed GMLAN serial data circuits (circuit numbers 3935 & 3936) monitor for serial data communications during normal vehicle operation. The K56 Serial Data Gateway Module acts as the gateway module between devices on primary high speed GMLAN bus and devices on gateway expansion high speed GMLAN bus. The gateway expansion high speed GMLAN serial data bus uses terminating resistors that are in parallel with the gateway expansion high speed GMLAN (+) and (-) circuits.

Conditions for Running the DTC

- The system voltage is between 9 - 16 V.
- The vehicle power mode requires serial data communications.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

- The device suspends all message transmission.
- The device uses default values for all parameters received on the serial data circuits.

- The device inhibits the setting of all other communication DTCs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Data Link Communications Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition ON/Vehicle In Service Mode.
2. Verify that DTC U0073, U0074, U0075, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- **If none of the DTCs are set**

3. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE:

Each device may need to be disconnected to isolate a circuit fault. Use the schematic to identify the following:

- Gateway expansion high speed GMLAN devices and terminating resistors the vehicle is equipped with
- Device locations on the gateway expansion high speed GMLAN serial data circuits
- Each device's ground, B+, ignition, and gateway expansion high speed GMLAN serial data circuit terminals

Some devices with an internal terminating resistor have a loop in the harness that connects the internal terminating resistor to the serial data circuit. When wired this way, test these loop circuits for the appropriate

failure mode short to voltage, short to ground, or open/high resistance prior to replacing the device for each of the following tests.

1. Ignition/Vehicle OFF, disconnect the harness connectors with the gateway expansion high speed GMLAN serial data circuits at an easily accessible device that is not communicating. Refer to [Data Link References](#) to determine which devices are on the gateway expansion high speed GMLAN bus.
2. Ignition ON/Vehicle In Service Mode.
3. Test for less than 4.5 V between each gateway expansion high speed GMLAN serial data circuit at the device that was just disconnected and ground.

- **If 4.5 V or greater**

Refer to Testing the Serial Data Circuits for a Short to Voltage.

- **If less than 4.5 V**

4. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
5. Test for greater than 100 Ω between each gateway expansion high speed GMLAN serial data circuit at the device that was just disconnected and ground.

- **If 100 Ω or less**

Refer to Testing the Serial Data Circuits for a Short to Ground.

- **If greater than 100 Ω**

6. Test for 110 - 130 Ω between each pair of the gateway expansion high speed GMLAN serial data circuits at the device that was just disconnected:

- **If less than 110 Ω**

Refer to Testing the Serial Data Circuits for a Short between the Circuits.

- **If greater than 130 Ω**

Refer to Testing the Serial Data Circuits for an Open/High Resistance.

- **If between 110 - 130 Ω**

7. Refer to Testing the Device Circuits.

Testing the Serial Data Circuits for a Short to Voltage

1. Ignition/Vehicle OFF, disconnect the harness connectors with the gateway expansion high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to voltage, ignition ON/Vehicle In Service Mode.
2. Test for greater than 4.5 V between each serial data circuit at the device connector that was just disconnected and ground.

- **If each serial data circuit is 4.5 V or less**

1. Ignition/Vehicle OFF.

2. Test for less than 10 Ω between each of the device's ground circuit terminals and ground.

- If 10 Ω or greater, repair the open/high resistance in the circuit.
- If less than 10 Ω , replace the device that was disconnected.

- **If any serial data circuit is greater than 4.5 V**

3. Repeat step 1 until one of the following conditions are isolated:

- A short to voltage on the serial data circuit between two devices or splice packs, if equipped.
- A short to voltage on the serial data circuit between a device and a terminating resistor.

Testing the Serial Data Circuits for a Short to Ground

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Disconnect the harness connectors with the gateway expansion high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to ground.
3. Test for greater than 100 Ω between each serial data circuit at the device connector that was just disconnected and ground.

- **If each serial data circuit is 100 Ω or greater**

Replace the device that was disconnected.

- **If any serial data circuit is less than 100 Ω**

4. Repeat step 1 until one of the following conditions are isolated:
 - A short to ground on the serial data circuit between two devices or splice packs, if equipped.
 - A short to ground on the serial data circuit between a device and a terminating resistor.

Testing the Serial Data Circuits for a Short between the Circuits

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Connect the harness connectors at the device that was previously disconnected.
3. Disconnect the harness connectors with the gateway expansion high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted together.
4. Test for greater than 110 Ω between each pair of serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuits is 110 Ω or greater**

Replace the device that was disconnected.

- **If any pair of serial data circuits is less than 110 Ω**

5. Repeat step 2 until one of the following conditions are isolated:
 - Serial data circuits shorted together between two devices or splice packs, if equipped.
 - Serial data circuits shorted together between a device and a terminating resistor.
 - A shorted terminating resistor.

Testing the Serial Data Circuits for an Open/High Resistance

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Connect the harness connectors at the device that was previously disconnected.
3. Disconnect the harness connectors with the gateway expansion high speed GMLAN serial data circuits at another device, in the direction of the circuit with the open/high resistance.
4. Test for less than 130 Ω between each pair of the serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuits is 130 Ω or less**

Replace the device that was disconnected.

- **If any pair of serial data circuits is greater than 130 Ω**

5. Repeat step 2 until one of the following conditions are isolated:
 - An open/high resistance on the serial data circuit between two devices or splice packs, if equipped.
 - An open/high resistance on the serial data circuit between a device and a terminating resistor.
 - An open/high resistance terminating resistor.

Testing the Device Circuits

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.

2. Test for less than 10 Ω between each ground circuit terminal at the device that was just disconnected and ground.

- **If 10 Ω or greater**

1. Ignition/Vehicle OFF.

2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

3. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Ignition/Vehicle OFF, remove the test lamp.

2. Test for less than 2 Ω in the B+ circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Ignition/Vehicle OFF, remove the test lamp.

2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the disconnected device.

- **If the test lamp illuminates**

4. Ignition ON/Vehicle In Service Mode.

5. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which has a fuse in the circuit, and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Ignition/Vehicle OFF, remove the test lamp.

2. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Ignition/Vehicle OFF, remove the test lamp.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the disconnected device.

- **If the test lamp illuminates**

6. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground.

- **If the test lamp does not illuminate**

1. Ignition/Vehicle OFF, remove the test lamp, disconnect the harness connectors at the control module that controls the ignition circuit.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance

3. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the control module that controls the ignition circuit.

- **If the test lamp illuminates**

7. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the K56 Serial Data Gateway

Module. It may take up to 2 min for all vehicle systems to power down.

8. Test for less than 2 Ω in each of the gateway expansion high speed GMLAN serial data circuits end to end between the non communicating device and the K56 Serial Data Gateway Module.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

9. Test for less than 2 Ω in each of the primary high speed GMLAN serial data circuits (circuit numbers 2500 & 2501) end to end between the K56 Serial Data Gateway Module and the appropriate X84 Data Link Connector (DLC) terminals listed below.

- X84 Data Link Connector high speed GMLAN serial data circuit terminal 6
- X84 Data Link Connector high speed GMLAN serial data circuit terminal 14
- **If 2 Ω or greater**

Repair the open/high resistance in the high speed GMLAN serial data circuit.

- **If less than 2 Ω**

10. Replace the non communicating device that was disconnected.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U007C: CONTROL MODULE COMMUNICATION HIGH SPEED EXTENSION CAN BUS 2 OFF

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U007C 00

Control Module Communication High Speed Extension CAN Bus 2 Off

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Gateway Isolated High Speed GMLAN Serial Data (+) or High Speed GMLAN Serial Data (+) (9)	U007C	U007C	U007C	-
Gateway Isolated High Speed GMLAN Serial Data (-) or High Speed GMLAN Serial Data (-) (9)	U007C	U007C	U007C	-

Circuit/System Description

The devices connected to the gateway isolated high speed GMLAN serial data circuits (circuit numbers 1304 & 1305) monitor for serial data communications during normal vehicle operation. The K56 Serial Data Gateway Module acts as the gateway module between devices on primary high speed GMLAN bus and devices on gateway isolated high speed GMLAN bus. The gateway isolated high speed GMLAN

serial data bus uses terminating resistors that are in parallel with the gateway isolated high speed GMLAN (+) and (-) circuits.

Conditions for Running the DTC

- The system voltage is between 9 - 16 V.
- The vehicle power mode requires serial data communications.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

- The device suspends all message transmission.
- The device uses default values for all parameters received on the serial data circuits.
- The device inhibits the setting of all other communication DTCs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition ON/Vehicle In Service Mode.
2. Verify that DTC U0073, U0074, U0075, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
3. Refer to Circuit/System Testing.

NOTE: Each device may need to be disconnected to isolate a circuit fault. Use the schematic to identify the following:

- Gateway isolated high speed GMLAN devices and terminating resistors the vehicle is equipped with
- Device locations on the gateway isolated high speed GMLAN serial data circuits
- Each device's ground, B+, ignition, and gateway isolated high speed GMLAN serial data circuit terminals

Some devices with an internal terminating resistor have a loop in the harness that connects the internal terminating resistor to the serial data circuit. When wired this way, test these loop circuits for the appropriate failure mode short to voltage, short to ground, or open/high resistance prior to replacing the device for each of the following tests.

1. Ignition/Vehicle OFF, disconnect the harness connectors with the gateway isolated high speed GMLAN serial data circuits at an easily accessible device that is not communicating. Refer to [Data Link References](#) to determine which devices are on the gateway isolated high speed GMLAN bus.
2. Ignition ON/Vehicle In Service Mode.
3. Test for less than 4.5 V between each gateway isolated high speed GMLAN serial data circuit at the device that was just disconnected and ground.

- **If 4.5 V or greater**

Refer to Testing the Serial Data Circuits for a Short to Voltage.

- **If less than 4.5 V**

4. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
5. Test for greater than 100 Ω between each gateway isolated high speed GMLAN serial data circuit at the device that was just disconnected and ground.

- **If 100 Ω or less**

Refer to Testing the Serial Data Circuits for a Short to Ground.

- **If greater than 100 Ω**

6. Test for 110 - 130 Ω between each pair of the gateway isolated high speed GMLAN serial data circuits at the device that was just disconnected:

- **If less than 110 Ω**

Refer to Testing the Serial Data Circuits for a Short between the Circuits.

- **If greater than 130 Ω**

Refer to Testing the Serial Data Circuits for an Open/High Resistance.

- **If between 110 - 130 Ω**

7. Refer to Testing the Device Circuits.

Testing the Serial Data Circuits for a Short to Voltage

1. Ignition/Vehicle OFF, disconnect the harness connectors with the gateway isolated high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to voltage, ignition ON/Vehicle In Service Mode.
2. Test for greater than 4.5 V between each serial data circuit at the device connector that was just disconnected and ground.
 - **If each serial data circuit is 4.5 V or less**

1. Ignition/Vehicle OFF.
2. Test for less than 10 Ω between each of the device's ground circuit terminals and ground.
 - If 10 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 10 Ω , replace the device that was disconnected.
 - **If any serial data circuit is greater than 4.5 V**
3. Repeat step 1 until one of the following conditions are isolated:
 - A short to voltage on the serial data circuit between two devices or splice packs, if equipped.
 - A short to voltage on the serial data circuit between a device and a terminating resistor.

Testing the Serial Data Circuits for a Short to Ground

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Disconnect the harness connectors with the gateway isolated high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to ground.
3. Test for greater than 100 Ω between each serial data circuit at the device connector that was just disconnected and ground.
 - **If each serial data circuit is 100 Ω or greater**

Replace the device that was disconnected.
 - **If any serial data circuit is less than 100 Ω**
4. Repeat step 1 until one of the following conditions are isolated:
 - A short to ground on the serial data circuit between two devices or splice packs, if equipped.
 - A short to ground on the serial data circuit between a device and a terminating resistor.

Testing the Serial Data Circuits for a Short between the Circuits

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Connect the harness connectors at the device that was previously disconnected.
3. Disconnect the harness connectors with the gateway isolated high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted together.
4. Test for greater than 110 Ω between each pair of serial data circuits at the device connector that was just disconnected.
 - **If each pair of serial data circuits is 110 Ω or greater**

Replace the device that was disconnected.
 - **If any pair of serial data circuits is less than 110 Ω**
5. Repeat step 2 until one of the following conditions are isolated:
 - Serial data circuits shorted together between two devices or splice packs, if equipped.
 - Serial data circuits shorted together between a device and a terminating resistor.
 - A shorted terminating resistor.

Testing the Serial Data Circuits for an Open/High Resistance

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
 2. Connect the harness connectors at the device that was previously disconnected.
 3. Disconnect the harness connectors with the gateway isolated high speed GMLAN serial data circuits at another device, in the direction of the circuit with the open/high resistance.
 4. Test for less than 130 Ω between each pair of the serial data circuits at the device connector that was just disconnected.
 - **If each pair of serial data circuits is 130 Ω or less**
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Replace the device that was disconnected.

- **If any pair of serial data circuits is greater than 130 Ω**

5. Repeat step 2 until one of the following conditions are isolated:

- An open/high resistance on the serial data circuit between two devices or splice packs, if equipped.
- An open/high resistance on the serial data circuit between a device and a terminating resistor.
- An open/high resistance terminating resistor.

Testing the Device Circuits

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal at the device that was just disconnected and ground.

- **If 10 Ω or greater**

1. Ignition/Vehicle OFF.

2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

3. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Ignition/Vehicle OFF, remove the test lamp.

2. Test for less than 2 Ω in the B+ circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Ignition/Vehicle OFF, remove the test lamp.

2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the disconnected device.

- **If the test lamp illuminates**

4. Ignition ON/Vehicle In Service Mode.

5. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which has a fuse in the circuit, and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Ignition/Vehicle OFF, remove the test lamp.

2. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Ignition/Vehicle OFF, remove the test lamp.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the disconnected device.

- **If the test lamp illuminates**

6. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground.

- **If the test lamp does not illuminate**

1. Ignition/Vehicle OFF, remove the test lamp, disconnect the harness connectors at the control module that controls the ignition circuit.
2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
3. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the control module that controls the ignition circuit.
- **If the test lamp illuminates**
7. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the K56 Serial Data Gateway Module. It may take up to 2 min for all vehicle systems to power down.
8. Test for less than 2 Ω in each of the gateway isolated high speed GMLAN serial data circuits end to end between the non communicating device and the K56 Serial Data Gateway Module.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
9. Test for less than 2 Ω in each of the primary high speed GMLAN serial data circuits (circuit numbers 2500 & 2501) end to end between the K56 Serial Data Gateway Module and the appropriate X84 Data Link Connector (DLC) terminals listed below.
 - X84 Data Link Connector high speed GMLAN serial data circuit terminal 6
 - X84 Data Link Connector high speed GMLAN serial data circuit terminal 14
 - **If 2 Ω or greater**

Repair the open/high resistance in the primary high speed GMLAN serial data circuit.
 - **If less than 2 Ω**
10. Replace the non communicating device that was disconnected.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U007D: CONTROL MODULE COMMUNICATION LOW SPEED EXTENSION CAN BUS OFF

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U007D 00

Control Module Communication Low Speed Extension CAN Bus Off

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Gateway Isolated Low Speed GMLAN Serial Data or Low Speed GMLAN Serial Data #2 (Circuit #1102)	U007D	U0100-U02FF	U007D	-

Circuit/System Description

The gateway isolated low speed GMLAN serial data bus is used to communicate information between the devices. The serial data is transmitted over a single wire (circuit number 1102) to the appropriate devices. The K56 Serial Data Gateway Module acts as the gateway module between devices on low speed GMLAN bus and devices on gateway isolated low speed GMLAN bus.

Conditions for Running the DTC

- The system voltage is between 9 - 16 V.
- The vehicle power mode requires serial data communications.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

- The device suspends all message transmission.
- The device uses default values for all parameters received on the serial data circuits.
- The device inhibits the setting of all other communication DTCs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition ON/Vehicle In Service Mode.
2. Verify that DTC U0073, U0074, U0075, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- **If none of the DTCs are set**

3. Attempt to communicate with all devices on the gateway isolated low speed GMLAN serial data circuit. Refer to [Data Link References](#) to determine which devices are on the gateway isolated low speed GMLAN bus.
4. Verify that all gateway isolated low speed GMLAN devices are communicating.

- **If only one device is not communicating**

Refer to Circuit/System Testing - Testing the Device Circuits.

- **If all devices are not communicating, except the K56 Serial Data Gateway Module**

Refer to Circuit/System Testing.

- **If two or more devices are not communicating but not all, except the K56 Serial Data Gateway Module**

Refer to Circuit/System Testing - Testing the Serial Data Circuits for an Open/High Resistance.

- **If all devices are communicating**

5. All OK.

Circuit/System Testing

NOTE: Use the schematic to identify the following:

- **Gateway isolated low speed GMLAN devices the vehicle is equipped with**
- **Device and splice pack locations on the gateway isolated low speed GMLAN serial data circuit**
- **The gateway isolated low speed GMLAN serial data circuit terminals for each device or splice pack**

1. Ignition/Vehicle OFF, disconnect the harness connectors at the K56 Serial Data Gateway Module, ignition ON/Vehicle In Service Mode.
2. Test for less than 4.5 V between each gateway isolated low speed GMLAN serial data circuit at the K56 Serial Data Gateway Module and ground.

- **If any serial data circuit is greater than 4.5 V**

Refer to Testing the Serial Data Circuits for a Short to Voltage.

- **If all serial data circuits are less than 4.5 V**

3. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
4. Test for greater than 100 Ω between each gateway isolated low speed GMLAN serial data circuit at the K56 Serial Data Gateway Module and ground.

- **If any serial data circuit is 100 Ω or less**

Refer to Testing the Serial Data Circuits for a Short to Ground.

- **If all serial data circuits are greater than 100 Ω**

5. Test for less than 2 Ω in the primary low speed GMLAN serial data circuit (circuit number 5060) end to end between the K56 Serial Data Gateway Module and X84 Data Link Connector terminal 1.

- **If 2 Ω or greater**

Repair the open/high resistance in the low speed GMLAN serial data circuit.

- **If less than 2 Ω**

6. If equipped, inspect all gateway isolated low speed GMLAN splice packs for damage.

7. Repair the open/high resistance in the gateway isolated low speed GMLAN serial data circuit between the K56 Serial Data Gateway Module and the closest splice (or the closest gateway isolated low speed GMLAN device).

Testing the Serial Data Circuits for a Short to Voltage

1. Ignition/Vehicle OFF.

- For vehicles equipped with splice packs, disconnect the appropriate harness connectors at all gateway isolated low speed GMLAN serial data splice packs.
- For vehicles equipped with sonic splices, cut the appropriate harness at a gateway isolated low speed GMLAN serial data splice closest to the K56 Serial Data Gateway Module, at least 40 mm (1.57 in) from the splice. Do not cut the wires right at the splice because these wires need to be repaired after the test is done.

2. Ignition ON/Vehicle In Service Mode.

3. Test for less than 4.5 V between each gateway isolated low speed GMLAN serial data circuit at a splice pack (or splice) and ground.

- **If any serial data circuit is 4.5 V or greater**

1. Ignition/Vehicle OFF, reconnect (or repair) all serial data circuits at the tested splice pack (or splice) except the failed serial data circuit, ignition ON/Vehicle In Service Mode.
2. Verify the gateway isolated low speed GMLAN devices that are still not communicating to identify the failed serial data circuit.
3. Ignition/Vehicle OFF, disconnect all devices on the failed serial data circuit, ignition ON/Vehicle In Service Mode.
4. Test for less than 1 V between each section of the failed serial data circuit and ground.
 - If 1 V or greater, repair the short to voltage in the serial data circuit.
 - If less than 1 V
5. Ignition/Vehicle OFF, reconnect (or repair) the failed serial data circuit to the splice pack (or splice) and connect the first device on the failed serial data circuit, ignition ON/Vehicle In Service Mode.
6. Verify the scan tool communicates or not with the gateway isolated low speed GMLAN serial data circuit.
 - If the scan tool does not communicate, replace the device that was just connected.
 - If the scan tool communicates and there are more devices to connect, connect the next device and repeat step 3.6.
 - If the scan tool communicates and there are no more devices to connect

7. All OK.

- **If each serial data circuit is less than 4.5 V**

4. Inspect all gateway isolated low speed GMLAN splice packs (or splices) for damage.

Testing the Serial Data Circuits for a Short to Ground

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.

- For vehicles equipped with splice packs, disconnect the appropriate harness connectors at all gateway isolated low speed GMLAN serial data splice packs.
- For vehicles equipped with sonic splices, cut the appropriate harness at a gateway isolated low speed GMLAN serial data splice closest to the K56 Serial Data Gateway Module, at

least 40 mm (1.57 in) from the splice. Do not cut the wires right at the splice because these wires need to be repaired after the test is done.

2. Test for greater than 100 Ω between each gateway isolated low speed GMLAN serial data circuit at a splice pack (or splice) and ground.

- **If any serial data circuit is 100 Ω or less**

1. Reconnect (or repair) all serial data circuits at the tested splice pack (or splice) except the failed serial data circuit, ignition ON/Vehicle In Service Mode.
2. Verify the gateway isolated low speed GMLAN devices that are still not communicating to identify the failed serial data circuit.
3. Ignition/Vehicle OFF, disconnect all devices on the failed serial data circuit.
4. Test for infinite resistance between each section of the failed serial data circuit and ground.
 - If less than infinite resistance, repair the short to ground in the serial data circuit.
 - If infinite resistance
5. Reconnect (or repair) the failed serial data circuit to the splice pack (or splice) and connect the first device on the failed serial data circuit, ignition ON/Vehicle In Service Mode.
6. Verify the scan tool communicates or not with the gateway isolated low speed GMLAN serial data circuit.
 - If the scan tool does not communicate, replace the device that was just connected.
 - If the scan tool communicates and there are more devices to connect, connect the next device and repeat step 2.6.
 - If the scan tool communicates and there are no more devices to connect
7. All OK.

- **If each serial data circuit is greater than 100 Ω**

3. Inspect all gateway isolated low speed GMLAN splice packs (or splices) for damage.

Testing the Serial Data Circuits for an Open/High Resistance

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Disconnect the harness connectors at the gateway isolated low speed GMLAN device that is not communicating and closest to the K56 Serial Data Gateway Module.
3. Disconnect the harness connectors at the K56 Serial Data Gateway Module.
4. Test for less than 2 Ω in the gateway isolated low speed GMLAN serial data circuit (circuit number 1102) end to end between the non-communicating device and the K56 Serial Data Gateway Module.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

5. Test for less than 2 Ω in the primary low speed GMLAN serial data circuit (circuit number 5060) end to end between the K56 Serial Data Gateway Module and the X84 Data Link Connector terminal 1.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

6. Replace the non-communicating device that was disconnected.

Testing the Device Circuits

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the gateway isolated low speed GMLAN device that is not communicating. It may take up to 2 min for all vehicle systems to power down.

2. Test for less than 10 Ω between each ground circuit terminal at the device that was just disconnected and ground.
 - **If 10 Ω or greater**
 1. Ignition/Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
 - **If the test lamp illuminates**
4. Ignition ON/Vehicle In Service Mode.
5. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which has a fuse in the circuit, and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
 - **If the test lamp illuminates**
6. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground.
 - **If the test lamp does not illuminate**
 1. Ignition/Vehicle OFF, remove the test lamp, disconnect the harness connectors at the control module that controls the ignition circuit.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the control module that controls the ignition circuit.
 - **If the test lamp illuminates**
7. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the K56 Serial Data Gateway Module. It may take up to 2 min for all vehicle systems to power down.

8. Test for less than 2 Ω in each of the gateway isolated low speed GMLAN serial data circuits end to end between the non communicating device and the K56 Serial Data Gateway Module.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

9. Test for less than 2 Ω in the primary low speed GMLAN serial data circuit (circuit number 5060) end to end between the K56 Serial Data Gateway Module and X84 Data Link Connector terminal 1.

- **If 2 Ω or greater**

Repair the open/high resistance in the low speed GMLAN serial data circuit.

- **If less than 2 Ω**

10. Replace the non communicating device that was disconnected.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U0100-U02FF: LOST COMMUNICATION

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

For device DTC descriptors, refer to [Control Module U Code List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U0100-U02FF	U0100-U02FF	-	-
Ignition	U0100 - U02FF, U1814, U2099, P06E4, P1EB9	U0100-U02FF	-	-
Low Speed GMLAN Serial Data	U0078, 1	U0100-U02FF	U0078, 1	-
High Speed GMLAN Serial Data (+)	U0073, 2	U0100-U02FF	U0073, 2	-
High Speed GMLAN Serial Data (-)	U0073, 2	U0100-U02FF	U0073, 2	-
Chassis High Speed GMLAN Serial Data (+)	U0077	U0077, U0100-U02FF	U0077	-
Chassis High Speed GMLAN Serial Data (-)	U0077	U0077, U0100-U02FF	U0077	-
Powertrain High Speed GMLAN Serial Data (+)	U0074	U0074, U0100-U02FF	U0074	-

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Powertrain High Speed GMLAN Serial Data (-)	U0074	U0074, U0100-U02FF	U0074	-
High Voltage Energy Management High Speed GMLAN Serial Data (+)	U007A	U007A, U0100-U02FF	U007A	-
High Voltage Energy Management High Speed GMLAN Serial Data (-)	U007A	U007A, U0100-U02FF	U007A	-
Ground	-	U0100-U02FF	-	-
1. Scan Tool Does Not Communicate With Most Low Speed GMLAN Device 2. Scan Tool Does Not Communicate With Most High Speed GMLAN Device				

Circuit/System Description

The serial data circuit is the means by which the devices in the vehicle communicate with each other. Once the scan tool is connected to the serial data circuit through the Data Link Connector (DLC) on the driver side, the scan tool can be used to monitor each device for diagnostic purposes and to check for diagnostic trouble codes (DTCs). The Auxiliary Data Connector on the passenger side is used for expansion buses. When the vehicle is on, each device communicating on the serial data circuit sends a state of health message to ensure that the device is operating properly. When a device stops communicating on the serial data circuit, for example if the device loses power or ground, the state of health message it normally sends on the serial data circuit disappears. Other devices on the serial data circuit, which expect to receive that state of health message, detect its absence; those devices in turn set a DTC associated with the loss of state of health of the non-communicating device. The DTC is unique to the device which is not communicating and one or more devices may set the same exact code. A loss of serial data communications DTC does not represent a failure of the devices that contain the stored DTC.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

- Specific subsystems will not function.
- DTC U0100 in the Transmission Control Module will cause the transmission to go into default gears.
- Both DTC U0100 in the Transmission Control Module and DTC U0101 in the Engine Control Module will cause the malfunction indicator lamp (MIL) to illuminate.

Conditions for Clearing the DTC

- The Engine Control Module or Transmission Control Module turns OFF the MIL after 4 consecutive ignition cycles that the diagnostic runs and does not fail.
- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:

- A device on the data communication circuit was disconnected while the communication circuit is awake.
- Power to one or more devices was interrupted during diagnosis.
- A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
- Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
- If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between some devices and the scan tool with either the low or high speed GMLAN serial data system inoperative. This condition is due to those devices using multiple serial data communication systems.
- Use [Data Link References](#) to determine what serial data communications the device uses.
- Some devices may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the device.
- Some intermittent communication concerns may be caused by fretting corrosion on the serial data circuit terminals. Inspect all connectors at the device that set the communication DTC, the device that the communication DTC was set against, and any inline harness connectors between the two devices. Do not replace a device based only on fretting corrosion. Refer to bulletin 09-06-03-004 for assistance with the diagnosis and repair of this condition, if applicable.
- This diagnostic can be used for any device that is not communicating, regardless of the type of serial data circuit it is connected to, providing the vehicle is equipped with the device.
- This diagnostic procedure can be used to diagnose the common no communication DTCs: U0100, U0101, U0102, U0103, U0104, U0105, U0106, U0109, U010E, U010F, U0111, U0112, U0115, U0117, U0121, U0122, U0123, U0125, U0126, U0128, U0129, U012A, U0130, U0131, U0132, U0133, U0136, U0137, U0139, U0140, U0146, U0151, U0155, U0158, U0159, U0160, U0164, U0166, U0167, U0168, U016B, U0170, U0181, U0182, U0184, U0186, U0191, U0193, U0196, U0197, U0198, U0201, U0203, U0204, U0207, U0208, U0209, U0210, U0230, U0232, U0233, U0236, U0237, U023A, U0248, U0249, U0250, U0252, U0254, U025B, U0264, U0265, U0268, U0269, U026A, U026B, U0293, U029D, U029E, U02A3, and other DTCs within U0100 - U02FF range.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

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[Data Link Communications Description and Operation](#)

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- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)

- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Special Tools

EL-48900 HEV Safety Kit

[Circuit/System Verification](#)

1. Ignition ON/Vehicle In Service Mode.
2. Verify that DTC U0073, U0074, U0075, U0077, U0078, U007A, U007B, U007C, U007D, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- **If none of the DTCs are set**

3. Verify that the K56 Serial Data Gateway Module is communicating.

- **If the K56 Serial Data Gateway Module is not communicating**

Refer to Circuit/System Testing to diagnose the K56 Serial Data Gateway Module first.

- **If the K56 Serial Data Gateway Module is communicating**

4. Determine the device that is not communicating. Refer to [Control Module U Code List](#).

5. Refer to [Data Link References](#) to determine which data communication bus the non communicating device is on.

- **If the device is on Gateway Expansion High Speed GMLAN bus**

Refer to [Scan Tool Does Not Communicate with Gateway Expansion High Speed GMLAN Device](#) to diagnose that device.

- **If the device is on Gateway Isolated High Speed GMLAN bus**

Refer to [Scan Tool Does Not Communicate with Gateway Isolated High Speed GMLAN Device](#) to diagnose that device.

- **If the device is on Gateway Isolated Low Speed GMLAN bus**

Refer to [Scan Tool Does Not Communicate with Gateway Isolated Low Speed GMLAN Device](#) to diagnose that device.

- **If the device is not on Gateway Expansion High Speed GMLAN bus, Gateway Isolated High Speed GMLAN bus, and Gateway Isolated Low Speed GMLAN bus**

6. Refer to Circuit/System Testing.

[Circuit/System Testing](#)

WARNING:

Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure includes the following steps:

- Identify how to disable high voltage.
- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must

be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- **Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.**
- **Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.**
 - **Visually and functionally inspect the gloves before use.**
 - **Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.**

Failure to follow the procedures may result in serious injury or death.

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wakeup serial data, serial data communication enable, accessory wakeup serial data 2, high voltage energy management communication enable, and serial data circuit terminals.

1. Using the High Voltage Device Chart below, verify that the non-communicating device is not a high voltage device. If the device is a high voltage device, perform the High Voltage Disabling procedure before proceeding with this diagnostic. Refer to [High Voltage Disabling](#).
2. If high voltage disabling is required, reconnect the 12 V battery after performing the high voltage disabling procedure.
3. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect all the harness connectors at the device that is not communicating. It may take up to 2 min for all vehicle systems to power down.
4. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Ignition/Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
5. Ignition ON/Vehicle in Service Mode.
6. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
 - **If the test lamp illuminates**
7. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
- **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
- **If the test lamp illuminates**

NOTE: Accessory wakeup serial data, serial data communication enable, accessory wakeup serial data 2, and high voltage energy management communication enable circuits are ignition circuits controlled by another control module.

8. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground.

- **If the test lamp does not illuminate**
 1. Ignition/Vehicle OFF, remove the test lamp, disconnect the harness connectors at the control module that controls the ignition circuit.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the control module that controls the ignition circuit.
- **If the test lamp illuminates**

9. Test for less than 4.5 V between each GMLAN serial data circuit terminal and ground.

- **If 4.5 V or greater between a low speed GMLAN serial data circuit and ground**

Refer to [Scan Tool Does Not Communicate with Low Speed GMLAN Device](#) to test for a short to voltage.

- **If 4.5 V or greater between a high speed GMLAN serial data circuit and ground**

Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#) to test for a short to voltage.

- **If less than 4.5 V**

10. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.

11. Test for greater than 100 Ω between each GMLAN serial data circuit terminal and ground.

- **If 100 Ω or less between a low speed GMLAN serial data circuit and ground**

Refer to [Scan Tool Does Not Communicate with Low Speed GMLAN Device](#) to test for a short to ground.

- **If 100 Ω or less between a high speed GMLAN serial data circuit and ground**

Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#) to test for a short to ground.

- **If greater than 100 Ω**

12. Test for less than 2 Ω in each of the serial data circuits end to end between the device harness connector and the appropriate X84 Data Link Connector terminals listed below:

- X84 DLC low speed GMLAN serial data circuit terminal 1
- X84 DLC high speed GMLAN serial data circuit terminal 6 or 14

- X84 DLC object high speed GMLAN serial data circuit terminal 3 or 11
- X84 DLC chassis high speed GMLAN serial data circuit terminal 12 or 13
- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit between the non communicating device and the device setting the DTC or a serial data splice pack.

- **If less than 2 Ω**

NOTE: The following test step is only applicable to a high speed GMLAN device with 2 pairs of serial data circuits or a high speed GMLAN device with an internal terminating resistor.

13. Test for 110 - 130 Ω between each pair of high speed GMLAN serial data circuits.

- **If less than 110 Ω**

Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#) to test for a short to ground or a short between the serial data circuits.

- **If greater than 130 Ω**

Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#) to test for an open/high resistance in the serial data circuit.

- **If between 110 - 130 Ω**

14. Replace the device that is not communicating.

High Voltage Device Chart

Device	Voltage System	Data Link Type
K16 Battery Energy Control Module (BECM)	300 V 12 V	• High Voltage Energy Management High Speed GMLAN • High Speed GMLAN • BECM Dedicated Bus

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U0300-U0336: SOFTWARE INCOMPATIBILITY

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

Refer to [Control Module U Code List](#).

Circuit/System Description

Some devices must be configured with specific software, serial numbers, vehicle options, or other information. If a device was not properly configured after installation that device may set the appropriate communication DTCs. No external circuit diagnosis is involved.

Conditions for Running the DTC

Battery voltage is between 9 - 16 V and data link communications operate normally.

Conditions for Setting the DTC

The device is not configured properly.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Data Link Communications Description and Operation

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- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify DTC U0300-U0336 is not set.
 - **If DTC U0300-U0336 is set**
 1. Program the device specified by the DTC descriptor.
 2. Verify the DTC does not set.
 - If the DTC sets, replace the device specified by the DTC descriptor.
 - If the DTC does not set
 - 3. All OK.
 - **If DTC U0300-U0336 is not set**
3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC U0400-U05FF: INVALID DATA RECEIVED

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

Refer to **Control Module U Code List**.

Circuit/System Description

Some devices are constantly receiving information from other devices through serial data communication network. The invalid data code will be set when a receiving device detects a discrepancy in information it receives from another device causing its integrity to be questioned. The symptom byte listed in the DTC Descriptor is for engineering reference only. No external circuit diagnosis is involved.

Conditions for Running the DTC

Battery voltage is between 9 - 16 V and data link communications operate normally.

Conditions for Setting the DTC

The device is not configured properly.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

- **Data Communication Schematics**
- **Control Module References**

Connector End View Reference

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- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Engine running for 10 seconds.
2. Vehicle in Service Mode.
3. Verify DTC U0400-U05FF is not set.
 - **If DTC U0400-U05FF is set along with other DTCs set**

Diagnose all other DTCs first. Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#).

- **If DTC U0400-U05FF is set without other DTCs set**

1. Program the device specified by the DTC descriptor.
2. Verify the DTC does not set.
 - If the DTC sets, replace the appropriate device.
 - If the DTC does not set

3. All OK.

- **If DTC U0400-U05FF is not set**

4. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC U1026: LOST COMMUNICATION WITH TRANSFER CASE CONTROL MODULE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC U1026

Lost Communication with Transfer Case Control Module

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U0102, U1026	U0102, U1026	-	-
Ignition	U0102, U1026	U0102, U1026	-	-
Accessory WakeUp Serial Data	U1814, U2099, U0102, U1026	U0102, U1026	-	-
High Speed GMLAN Serial Data (+)	U0073*	U0073, U0102, U1026*	U0073*	-
High Speed GMLAN Serial Data (-)	U0073*	U0073, U0102, U1026*	U0073*	-
Ground	-	U0102, U1026	-	-
* Other DTCs may set with this fault.				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

Specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify that DTC U0073, U0074, U0075, U0076, U0077, U0078, U2100, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
3. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wakeup serial data, and serial data circuit terminals.

1. Ignition OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the K69 Transfer Case Control Module. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Ignition OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Ignition ON.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K69 Transfer Case Control Module.
 - **If the test lamp illuminates**
5. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition OFF, remove the test lamp.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition OFF, remove the test lamp.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K69 Transfer Case Control Module.
 - **If the test lamp illuminates**
6. If equipped, verify a test lamp illuminates between the accessory wakeup serial data circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Ignition OFF, remove the test lamp, disconnect the harness connectors at the K9 Body Control Module.
 2. Test for infinite resistance between the accessory wakeup serial data circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the accessory wakeup serial data circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K9 Body Control Module.
 - **If the test lamp illuminates**
7. Test for less than 4.5 V between each high speed GMLAN serial data circuit terminal and ground.
 - **If 4.5 V or greater**

Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#) to test for a short to voltage.

- **If less than 4.5 V**

8. Ignition OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
9. Test for greater than 100 Ω between each high speed GMLAN serial data circuit terminal and ground.

- **If 100 Ω or less**

Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#) to test for a short to ground.

- **If greater than 100 Ω**

10. Disconnect the harness connectors at the device setting the DTC.
11. Test for less than 2 Ω in each serial data circuits end to end between the K69 Transfer Case Control Module and the device setting the DTC.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

12. Replace the K69 Transfer Case Control Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U1340-U135F: CHASSIS/ENGINE CONTROL MODULE, LOST COMMUNICATION

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

For device DTC descriptors, refer to [Control Module U Code List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U1340-U135F	U1340-U135F	-	-
Ignition	U1340-U135F	U1340-U135F	-	-
LIN Serial Data	U1340-U135F	U1340-U135F	U1340-U135F	-
Ground	-	U1340-U135F	-	-

Circuit/System Description

The Local Interconnect Network (LIN) Bus consists of a single wire with a transmission rate of 10.417 Kbit/s. The serial data is transmitted over a LIN circuit between a master control module and other LIN devices within a particular subsystem. If serial data communication is lost between any of the LIN

devices on the LIN bus network, the master control module will set a no communication code against the non-communicating LIN device.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

Specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Some devices may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the device.
- An open in the LIN bus serial data circuit between the splice pack and a LIN device will only affect that specific LIN device. This type of failure will set a loss of communication DTC for each LIN device affected and the other LIN devices will still communicate.
- This diagnostic procedure can be used to diagnose the common LIN DTCs: U1340, U1341, U1342, U1343, U1344, U1345, U1346, U1347, U1348, U1349, U134A, U134B, U134C, U134D, U134E, U134F, U1350, U1351, U1352, U1353, U1354, U1355, U1356, U1357, U1358, U1359, U135A, U135B, U135C, U135D, U135E, and U135F.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

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- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Determine the LIN device that is not communicating. Refer to [Control Module U Code List](#).
2. Vehicle in Service Mode.
3. Verify that DTC B1325, B1330, B1370, B1380, B1424, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- **If none of the DTCs are set**

4. Verify that DTC U0100 - U02FF is not set.

- **If any of the DTCs are set**

Refer to [DTC U0100-U02FF](#).

- **If none of the DTCs are set**

5. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics to determine the master control module and all LIN devices on the same LIN serial data circuit. Use the connector end views to identify the B+, ignition, ground, and LIN serial data circuit terminals for each of those devices.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the harness connector at a LIN device that is not communicating.

2. Test for less than 10 Ω between each ground circuit terminal and ground.

- **If 10 Ω or greater**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

3. Vehicle in Service Mode.

4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground. [cardiagn.com](#)

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF, remove the test lamp.
2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
- **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected LIN device.
- **If the test lamp illuminates**
5. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected LIN device.
 - **If the test lamp illuminates**
6. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground.
 - **If the test lamp does not illuminate**
 1. Vehicle OFF, remove the test lamp, disconnect the harness connectors at the control module that controls the ignition circuit.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the control module that controls the ignition circuit.
 - **If the test lamp illuminates**

NOTE: For accurate voltage reading, disconnect the battery charger prior to performing the following test step.

7. Test for 2 - 12 V between the LIN serial data circuit terminal and ground.
 - **If less than 2 V**
 1. Vehicle OFF, disconnect the harness connector at the control module setting the DTC and all LIN devices that share the same LIN serial data circuit.
 2. Test for infinite resistance between the serial data circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the serial data circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω
 4. Reconnect the control module that set the DTC, Vehicle in Service Mode.
 5. Test for 2 - 12 V between the LIN serial data circuit terminal and ground.

- If less than 2 V, replace the control module setting the DTC.
- If greater than 2 V, replace the LIN device that causes a current DTC to set when connected.
- **If greater than 12 V**
 1. Vehicle OFF, disconnect the harness connector at the control module setting the DTC and all LIN devices that share the same LIN serial data circuit.
 2. Vehicle in Service Mode.
 3. Test for less than 1 V between the serial data circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 4. Vehicle OFF, reconnect the control module that set the DTC, Vehicle in Service Mode.
 5. Test for 2 - 12 V between the LIN serial data circuit terminal and ground.
 - If greater than 12 V, replace the control module setting the DTC.
 - If less than 12 V, replace the LIN device that causes a current DTC to set when connected.
- **If between 2 - 12 V**
 8. Replace the disconnected LIN device.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U1500-U15FF: LIN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

For device DTC descriptors, refer to [Control Module U Code List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U1500-U15BF	U1500-U15BF	-	-
Ignition	U1500-U15BF	U1500-U15BF	-	-
LIN Serial Data	U1500-U15BF	U1500-U15BF	U1500-U15BF	-
Ground	-	U1500-U15BF	-	-

Circuit/System Description

The serial data is transmitted over a Local Interconnect Network (LIN) single wire network circuit bus between a master control module and other LIN devices within a particular subsystem. If serial data communication is lost between any of the LIN devices on the LIN bus network, a no communication code against the non-communicating LIN device will be set. A master control module is the one that reports the non communication code. A loss of serial data communications DTC does not represent a failure of the master control module that set it.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

Specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication will be available between the master control module and the scan tool if there is a loss of communications with any of the other LIN devices on the LIN bus network.
- Some devices may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the device.
- Some intermittent communication concerns may be caused by fretting corrosion on the serial data circuit terminals. Inspect all connectors at the device that set the communication DTC, the device that the communication DTC was set against, and any inline harness connectors between the two devices. Do not replace a device based only on fretting corrosion. Refer to bulletin 09-06-03-004 for assistance with the diagnosis and repair of this condition, if applicable.
- An open in the LIN bus serial data circuit between the splice pack and a LIN device will only affect that specific LIN device. This type of failure will set a loss of communication DTC for each LIN device affected and the other LIN devices will still communicate.
- This diagnostic procedure can be used to diagnose the common LIN DTCs: U1500, U1501, U1502, U1503, U1504, U1505, U1506, U1507, U1508, U1509, U150E, U150F, U1510, U1511, U1512, U1513, U1514, U1515, U1516, U1517, U1518, U1519, U151A, U151B, U151C, U1520, U1521, U1522, U1523, U1524, U1526, U1528, U152C, U152D, U1530, U1531, U1532, U1534, U1538, U153A, U1540, U1544, U1548, U1549, U154A, U154B, U1550, U1556, U1558, U15E1, U15E3, U15F0, and other DTCs within the U1500 - U15FF range.

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Reference Information

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Scan Tool Reference

[Control Module References](#) for scan tool information

[Circuit/System Testing](#)

NOTE: Use the schematics to determine the master control module and all LIN devices on the same LIN serial data circuit. Use the connector end view to identify the B+, ignition, ground, and LIN serial data circuit terminals for each of those devices.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the harness connector at a LIN device that is not communicating.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Vehicle in Service Mode.
4. Verify a test lamp illuminates between each B+ circuit terminal and ground, if equipped.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected LIN device.
 - **If the test lamp illuminates**
5. Verify a test lamp illuminates between each ignition circuit terminal and ground, if equipped.
 - **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF, remove the test lamp.
2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
- **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected LIN device.
- **If the test lamp illuminates**
6. Verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground, if equipped.
 - **If the test lamp does not illuminate**
 1. Vehicle OFF, remove the test lamp, disconnect the harness connectors at the control module that controls the ignition circuit.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the control module that controls the ignition circuit.
 - **If the test lamp illuminates**

NOTE: For accurate voltage reading, disconnect the battery charger prior to performing the following test step.

7. Test for 2 - 12 V between the LIN serial data circuit terminal and ground.
 - **If less than 2 V**
 1. Vehicle OFF, disconnect the harness connector at the control module setting the DTC and all LIN devices that share the same LIN serial data circuit.
 2. Test for infinite resistance between the serial data circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the serial data circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω
 4. Reconnect the control module that set the DTC, Vehicle in Service Mode.
 5. Test for 2 - 12 V between the LIN serial data circuit terminal and ground.
 - If less than 2 V, replace the control module setting the DTC.
 - If greater than 2 V, replace the LIN device that causes a current DTC to set when connected.
 - **If greater than 12 V**
 1. Vehicle OFF, disconnect the harness connector at the control module setting the DTC and all LIN devices that share the same LIN serial data circuit.
 2. Vehicle in Service Mode.
 3. Test for less than 1 V between the serial data circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 4. Vehicle OFF, reconnect the control module that set the DTC, Vehicle in Service Mode.
 5. Test for 2 - 12 V between the LIN serial data circuit terminal and ground.
 - If greater than 12 V, replace the control module setting the DTC.

- If less than 12 V, replace the LIN device that causes a current DTC to set when connected.

- **If between 2 - 12 V**

8. Replace the disconnected LIN device.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U1653: CHASSIS SYSTEMS HIGH SPEED COMMUNICATION ENABLE CIRCUIT

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U1653

Chassis Systems High Speed Communication Enable Circuit

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Serial Data Communication Enable	U2099	U0100-U02FF, U1653	1	-
Chassis High Speed GMLAN Serial Data (+) or High Speed GMLAN Serial Data (+) (2)	U0077	U0100-U02FF, U1653	U0077	-
Chassis High Speed GMLAN Serial Data (-) or High Speed GMLAN Serial Data (-) (2)	U0077	U0100-U02FF, U1653	U0077	-
1. Battery drain condition may occur.				

Circuit/System Description

The Body Control Module (BCM) activates the ignition circuit, when the vehicle power mode is in ACCESSORY mode or Ignition ON/Vehicle In Service mode. The ignition circuit wakes up the devices for serial data bus communication.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

The device setting the DTC has attempted to establish communications on the chassis high speed GMLAN serial data circuits more than 3 times.

Action Taken When the DTC Sets

- The devices use a default value for the missing parameters until the next ignition cycle.

- The device(s) is never signaled. Therefore, the specific subsystem(s) will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Data Link Communications Description and Operation

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- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition ON/Vehicle In Service Mode.
2. Verify that DTC U0073 - U007F, U2100, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**
 Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
3. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematic and the connector end view to identify the device's serial data communication enable circuit and chassis high speed GMLAN serial data circuit terminals.

1. Ignition/Vehicle OFF, disconnect the harness connectors at the device setting this DTC, ignition ON/Vehicle In Service Mode.
2. Verify a test lamp illuminates between the serial data communication enable circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Ignition/Vehicle OFF, remove the test lamp, disconnect the harness connectors at the K9 Body Control Module.
 2. Test for infinite resistance between the serial data communication enable circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.

- If infinite resistance
3. Test for less than 2 Ω in the serial data communication enable circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K9 Body Control Module.
 - **If the test lamp illuminates**
 3. Test for less than 4.5 V between each chassis high speed GMLAN serial data circuit terminal and ground.
 - **If 4.5 V or greater**
Refer to [DTC U0077](#) to test for a short to voltage.
 - **If less than 4.5 V**
 4. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
 5. Test for greater than 100 Ω between each chassis high speed GMLAN serial data circuit terminal and ground.
 - **If 100 Ω or less**
Refer to [DTC U0077](#) to test for a short to ground.
 - **If greater than 100 Ω**
 6. Test for less than 2 Ω in each of the chassis high speed GMLAN serial data circuits end to end between the harness connector at the device setting this DTC and the appropriate X84 Data Link Connector terminals listed below.
 - Chassis high speed GMLAN serial data circuit terminal 12
 - Chassis high speed GMLAN serial data circuit terminal 13
 - **If 2 Ω or greater**
Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
 7. Replace the device setting this DTC.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U179A: LOST COMMUNICATION WITH HYBRID POWERTRAIN CONTROL MODULE 2

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U179A

Lost Communication with Hybrid Powertrain Control Module 2

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U179A	U179A	-	-
Ignition	U179A	U179A	-	-
Accessory Wakeup Serial Data	U1814	U179A	-	-
Low Speed GMLAN Serial Data	1	U179A	1	-
High Speed GMLAN Serial Data (+)	2	U179A, U0073	2	-
High Speed GMLAN Serial Data (-)	2	U179A, U0073	2	-
Powertrain High Speed GMLAN Serial Data (+)	U0074	U179A, U0074	U0074	-
Powertrain High Speed GMLAN Serial Data (-)	U0074	U179A, U0074	U0074	-
High Voltage Energy Management High Speed GMLAN Serial Data (+)	U007A	U179A, U007A	U007A	-
High Voltage Energy Management High Speed GMLAN Serial Data (-)	U007A	U179A, U007A	U007A	-
Ground	-	U179A	-	-
1. Scan Tool Does Not Communicate With Low Speed GMLAN Device 2. Scan Tool Does Not Communicate With High Speed GMLAN Device				

Circuit/System Description

The serial data circuit is the means by which the devices in the vehicle communicate with each other. Once the scan tool is connected to the serial data circuit through the Data Link Connector (DLC), the scan tool can be used to monitor each device for diagnostic purposes and to check for diagnostic trouble codes (DTC). When the vehicle is on, each device communicating on the serial data circuit sends a state of health message to ensure that the device is operating properly. When a device stops communicating on the serial data circuit, for example if the device loses power or ground, the state of health message it normally sends on the serial data circuit disappears. Other devices on the serial data circuit, which expect to receive that state of health message, detect its absence; those devices in turn set a DTC associated with the loss of state of health of the non communicating device. A loss of serial data communications DTC does not represent a failure of the devices that contain the stored DTC.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

DTC U179A is a type A DTC.

Conditions for Clearing the DTC

DTC U179A is a type A DTC.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:

- A device on the data communication circuit was disconnected while the communication circuit is awake.
- Power to one or more devices was interrupted during diagnosis.
- A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
- Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
- If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0073, U0074, U0077, U0078, U007A, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - If any of the DTCs are set

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

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- If none of the DTCs are set

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wake up serial data, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the K114B Hybrid/EV Powertrain Control Module 2. It may take up to 2 min for all vehicle systems to power down.

2. Test for less than 10 Ω between each ground circuit terminal and ground.

- **If 10 Ω or greater**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

3. Vehicle in Service Mode.

4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the B+ circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

5. Vehicle in Service Mode.

6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

7. Vehicle in Service Mode.

8. If equipped, verify a test lamp illuminates between the accessory wakeup serial data circuit terminal and ground.

- **If the test lamp does not illuminate**

1. Vehicle OFF, disconnect the harness connectors at the K9 Body Control Module.

2. Test for infinite resistance between the accessory wakeup serial data circuit and ground. cardiagn.com

- If less than infinite resistance, repair the short to ground on the circuit.

- If infinite resistance
3. Test for less than 2 Ω in the accessory wakeup serial data circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K9 Body Control Module.
 - **If the test lamp illuminates**
 9. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the device setting the DTC. It may take up to 2 min for all vehicle systems to power down.
 10. Test for less than 2 Ω in each serial data circuits end to end between the K114B Hybrid/EV Powertrain Control Module 2 and the device setting the DTC.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
 11. Replace the K114B Hybrid/EV Powertrain Control Module 2.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U179D: LOST COMMUNICATION WITH BRAKE SYSTEM CONTROL MODULE 2 ON CHASSIS EXPANSION BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U179D

Lost Communication with Brake System Control Module 2 on Chassis Expansion Bus

For symptom byte information, refer to [Symptom Byte List](#) .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U179D	U179D	-	-
Ignition	U179D	U179D	-	-
Accessory Wake Up Serial Data 2	P06E4, U179D	U179D	-	-
Chassis High Speed GMLAN Serial Data (+)	U0077*	U179D, U0077*	U0077*	-
Chassis High Speed GMLAN Serial Data (-)	U0077*	U179D, U0077*	U0077*	-
Ground	-	U179D	-	-
* Other DTCs may set with this fault.				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices

have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

- A driver information center message and/or a warning indicator may be displayed.
- The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

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- [Data Communication Schematics](#)

- [Control Module References](#)

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Scan Tool Reference

[Control Module References](#) for scan tool information

[Circuit/System Verification](#)

1. Ignition ON/Vehicle in Service Mode.
2. Verify that DTC U0073, U0074, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**
Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
3. Refer to Circuit/System Testing.

[Circuit/System Testing](#)

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wake up serial data 2, and serial data circuit terminals.

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the K177 Brake Booster Control Module. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Ignition/Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Ignition ON/Vehicle in Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**

1. Ignition/Vehicle OFF, remove the test lamp.
2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K177 Brake Booster Control Module.
- **If the test lamp illuminates**
5. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K177 Brake Booster Control Module.
 - **If the test lamp illuminates**
6. If equipped, verify a test lamp illuminates between the accessory wakeup serial data 2 circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Ignition/Vehicle OFF, remove the test lamp, disconnect the harness connectors at the K114B Hybrid/EV Powertrain Control Module 2.
 2. Test for infinite resistance between the accessory wakeup serial data 2 circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the accessory wakeup serial data 2 circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K114B Hybrid/EV Powertrain Control Module 2.
 - **If the test lamp illuminates**
7. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the device setting the DTC. It may take up to 2 min for all vehicle systems to power down.
8. Test for less than 2 Ω in each Chassis high speed GMLAN serial data circuits end to end between the K177 Brake Booster Control Module and the device setting the DTC.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
9. Replace the K177 Brake Booster Control Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U1803: LOST COMMUNICATION WITH HYBRID POWERTRAIN CONTROL MODULE 2

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.

- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U1803

Lost Communication with Hybrid Powertrain Control Module 2

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U1803	U1803	-	-
Ignition	U1803	U1803	-	-
Accessory Wakeup Serial Data	U1814	U1803	-	-
Low Speed GMLAN Serial Data	1	U1803	1	-
High Speed GMLAN Serial Data (+)	2	U1803, U0073	2	-
High Speed GMLAN Serial Data (-)	2	U1803, U0073	2	-
Powertrain High Speed GMLAN Serial Data (+)	U0074	U1803, U0074	U0074	-
Powertrain High Speed GMLAN Serial Data (-)	U0074	U1803, U0074	U0074	-
High Voltage Energy Management High Speed GMLAN Serial Data (+)	U007A	U1803, U007A	U007A	-
High Voltage Energy Management High Speed GMLAN Serial Data (-)	U007A	U1803, U007A	U007A	-
Ground	-	U1803	-	-
1. Scan Tool Does Not Communicate With Low Speed GMLAN Device 2. Scan Tool Does Not Communicate With High Speed GMLAN Device				

Circuit/System Description

The serial data circuit is the means by which the devices in the vehicle communicate with each other. Once the scan tool is connected to the serial data circuit through the Data Link Connector (DLC), the scan tool can be used to monitor each device for diagnostic purposes and to check for diagnostic trouble codes (DTC). When the vehicle is on, each device communicating on the serial data circuit sends a state of health message to ensure that the device is operating properly. When a device stops communicating on the serial data circuit, for example if the device loses power or ground, the state of health message it normally sends on the serial data circuit disappears. Other devices on the serial data circuit, which expect to receive that state of health message, detect its absence; those devices in turn set a DTC associated with the loss of state of health of the non communicating device. A loss of serial data communications DTC does not represent a failure of the devices that contain the stored DTC.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Control Module References for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0073, U0074, U0077, U0078, U007A, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- **If any of the DTCs are set**

Refer to **Diagnostic Trouble Code (DTC) List - Vehicle** .

- **If none of the DTCs are set**

3. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wake up serial data, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the K114B Hybrid/EV Powertrain Control Module 2. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal and ground.

- **If 10 Ω or greater**

1. Vehicle OFF.
2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

3. Vehicle in Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.
 - **If the test lamp illuminates**
5. Vehicle in Service Mode.
6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

7. Vehicle in Service Mode.

8. If equipped, verify a test lamp illuminates between the accessory wakeup serial data circuit terminal and ground.

- **If the test lamp does not illuminate**

1. Vehicle OFF, disconnect the harness connectors at the K9 Body Control Module.

2. Test for infinite resistance between the accessory wakeup serial data circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance

3. Test for less than 2 Ω in the accessory wakeup serial data circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the K9 Body Control Module.

- **If the test lamp illuminates**

9. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the device setting the DTC. It may take up to 2 min for all vehicle systems to power down.

10. Test for less than 2 Ω in each serial data circuits end to end between the K114B Hybrid/EV Powertrain Control Module 2 and the device setting the DTC.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

11. Replace the K114B Hybrid/EV Powertrain Control Module 2.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U1806: BATTERY ENERGY CONTROL MODULE HIGH VOLTAGE ENERGY MANAGEMENT CAN BUS OFF

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U1806

Battery Energy Control Module High Voltage Energy Management CAN Bus Off

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

The high voltage energy management high speed GMLAN serial data circuits are serial data buses used to communicate information between the Hybrid Powertrain Control Module 2, the Battery Energy Control Module, and the Battery Charger. If this serial data system is inoperative the devices will not

communicate with each other on this bus, but they still communicate with the scan tool through high speed GMLAN bus.

The scan tool does not communicate with devices through the high voltage energy management high speed GMLAN bus. The high voltage energy high speed GMLAN serial data circuits connect directly to the auxiliary data connector and do not connect with the scan tool.

Conditions for Running the DTC

- Vehicle ON.
- The system voltage is at least 9 V.

Conditions for Setting the DTC

The device setting the DTC has attempted to establish communications on the serial data circuits for more than 1.4 seconds without success.

Action Taken When the DTC Sets

The DTC U1806 is a type B DTC.

Conditions for Clearing the DTC

The DTC U1806 is a type B DTC.

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify DTC U1806 is not set.
 - **If DTC U1806 is set**
Refer to [DTC U007A](#).
 - **If DTC U1806 is not set**
3. All OK

DTC U180B: BATTERY ENERGY CONTROL MODULE HIGH SPEED CAN BUS OFF

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U180B

Battery Energy Control Module High Speed CAN Bus Off

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

The high speed GMLAN serial data circuits are serial data buses used to communicate information between the devices. The high speed GMLAN serial data circuits connect directly to the data link connector (DLC) for programming purposes.

This diagnostic is used to check the high speed GMLAN communication bus status.

Conditions for Running the DTC

- Vehicle ON.
- The system voltage is at least 9 V.

Conditions for Setting the DTC

The device setting the DTC has attempted to establish communications on the serial data circuits for more than 1.4 seconds without success.

Action Taken When the DTC Sets

The DTC U180B is a type B DTC.

Conditions for Clearing the DTC

The DTC U180B is a type B DTC.

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify DTC U180B is not set.

- If DTC U180B is set

Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#) .

- If DTC U180B is not set

3. All OK

DTC U1814: POWERTRAIN WAKE-UP COMMUNICATION CIRCUIT

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U1814

Powertrain Wake-Up Communication Circuit

For symptom byte information, refer to [Symptom Byte List](#) .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Ignition	U1814 02*	U0100-U02FF	-	-
* Vehicle will not start.				

Circuit/System Description

The body control module activates the ignition circuit, when the ignition key is in ACC, ON or START. The ignition circuit wakes up the devices for serial data bus communication.

Conditions for Running the DTC

- The system voltage is between 9 - 16 V.
- The vehicle power mode master requires serial data communication to occur.

Conditions for Setting the DTC

The body control module senses a short to ground on the ignition circuit.

Action Taken When the DTC Sets

- The output command is turned off while the malfunction is present.

- The devices use a default value for the missing parameters until the next ignition cycle.
- The device(s) is never signaled. Therefore, the specific subsystem(s) will not function.
- The vehicle will not start while the circuit is shorted to ground.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Testing

NOTE: Use the schematics to determine which devices are on the K9 body control module's ignition circuit terminal 22 X4. Use the connector end view to identify the ignition circuit terminal for each of those devices.

1. Vehicle OFF, disconnect the harness connector at an easily accessible device that shares the K9 body control module's ignition circuit terminal 22 X4. Vehicle in Service Mode.
2. Verify that the DTC U1814 remains current.
 - **If the DTC becomes history**
Replace the device that was just disconnected.
 - **If the DTC remains current**
3. With the prior devices disconnected, repeat steps 1 and 2 for each device on the ignition circuit except the K9 body control module.
4. Vehicle OFF, disconnect the X4 harness connector at the K9 body control module.
5. Test for infinite resistance between the ignition circuit terminal 22 X4 at the K9 body control module and ground.
 - **If less than infinite resistance**
Repair the short to ground on the circuit.
 - **If infinite resistance**

6. Replace the K9 body control module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U1817: LOST COMMUNICATION WITH HYBRID POWERTRAIN CONTROL MODULE ON POWERTRAIN EXPANSION CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U1817

Lost Communication with Hybrid Powertrain Control Module on Powertrain Expansion CAN Bus

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U1817	U1817	-	-
Ignition	U1817	U1817	-	-
Accessory Wake Up Serial Data 2	P06E4, U1817*	U1817*	-	-
Powertrain High Speed GMLAN Serial Data (+)	U0074*	U0074, U1817*	U0074*	-
Powertrain High Speed GMLAN Serial Data (-)	U0074*	U0074, U1817*	U0074*	-
Ground	-	U1817*	-	-

* Other DTCs may set with this fault.

Circuit/System Description

Devices connected to the powertrain high speed GMLAN serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

The Motor Control Modules and the Hybrid Powertrain Control Module 1 are all internal to the Power Inverter Module. All circuits to the Hybrid Powertrain Control Module 1 are also internal to the Power Inverter Module and replaced as a single component.

Communication diagnostics for the serial data, including device power and ground as well as the wakeup circuits for Motor Control Modules and the Hybrid Powertrain Control Module 1 are all diagnosed from external sources only to the Power Inverter Module connector because any circuit fault condition within the Power Inverter Module will cause a complete replacement.

Conditions for Running the DTC

- The system voltage is more than 10 V.

- The vehicle power mode master requires serial data communication to occur from this specific device.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

DTC U1817 is a type A DTC.

Conditions for Clearing the DTC

DTC U1817 is a type A DTC.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U-code present. However, there is no associated "current" or "active" status. Loss-of-communication U-codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss-of-communication U-code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U-code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U-code.
- Do not replace a device reporting a U-code. The U-code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0293 is not set.
 - **If DTC U0293 is set**
Refer to [DTC U0100-U02FE](#).
 - **If DTC U0293 is not set**
3. Verify that DTC U0073, U0074, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**
Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
4. Verify that DTCs U1818, U1821, and U182D are not set.
 - **If all of the DTCs are set together**
Refer to [DTC U0074](#).
 - **If all of the DTCs are not set together**
5. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wake up serial data 2, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the X1 and X2 harness connectors at the T6 Power Inverter Module. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 Ω between the T6 Power Inverter Module case and ground.
 - **If 10 Ω or greater**
Check the ground connection and ground strap for the open/high resistance.
 - **If less than 10 Ω**
3. Vehicle in Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the T6 Power Inverter Module.

- **If the test lamp illuminates**

5. Vehicle in Service Mode.

6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the T6 Power Inverter Module.

- **If the test lamp illuminates**

7. Vehicle in Service Mode.

8. If equipped, verify a test lamp illuminates between the accessory wakeup serial data 2 circuit terminal and ground.

- **If the test lamp does not illuminate**

1. Vehicle OFF, disconnect the harness connectors at the K114B Hybrid/EV Powertrain Control Module 2.

2. Test for infinite resistance between the accessory wakeup serial data 2 circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance

3. Test for less than 2 Ω in the accessory wakeup serial data 2 circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

9. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the device setting the DTC. It may take up to 2 minutes for all vehicle systems to power down.

10. Test for less than 2 Ω in each of the powertrain high speed GMLAN serial data circuits end to end between the T6 Power Inverter Module and the device setting the DTC.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

11. Replace the T6 Power Inverter Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

2017 ACCESSORIES & EQUIPMENT

Data Communications - Diagnostic Information and Procedures - Bolt EV

DIAGNOSTIC INFORMATION AND PROCEDURES

DTC U1818: LOST COMMUNICATION WITH ENGINE CONTROL MODULE ON POWERTRAIN EXPANSION COMMUNICATION BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U1818

Lost Communication with Engine Control Module on Powertrain Expansion Communication Bus

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U1818	U1818	-	-
Ignition	U1818	U1818	-	-
Accessory Wake Up Serial Data 2	P06E4*	U1818	-	-
Powertrain High Speed GMLAN Serial Data (+)	U0074*	U1818, U0074*	U0074*	-
Powertrain High Speed GMLAN Serial Data (-)	U0074*	U1818, U0074*	U0074*	-
Ground	-	U1818	-	-
* Other DTCs may set with this fault.				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

Conditions for Running the DTC

- The system voltage is at least 10 V.
- The vehicle power mode master requires serial data communication to occur from this specific device.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

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Action Taken When the DTC Sets

DTC U1818 is a type A DTC.

Conditions for Clearing the DTC

DTC U1818 is a type A DTC.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U-code present. However, there is no associated "current" or "active" status. Loss-of-communication U-codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss-of-communication U-code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U-code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U-code.
- Do not replace a device reporting a U-code. The U-code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Wiring Repairs](#)

Control Module References for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0100 is not set.
 - **If DTC U0100 is set**
Refer to **DTC U0100-U02FF** .
 - **If DTC U0100 is not set**
3. Verify that DTC U0073, U0074, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**
Refer to **Diagnostic Trouble Code (DTC) List - Vehicle** .
 - **If none of the DTCs are set**
4. Verify that DTCs U1817, U1821, and U182D are not set.
 - **If all of the DTCs are set together**
Refer to **DTC U0074** .
 - **If all of the DTCs are not set together**
5. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wake up serial data 2, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the K20 Engine Control Module. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Vehicle in Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.

- If infinite resistance, replace the K20 Engine Control Module.
 - **If the test lamp illuminates**
5. Vehicle in Service Mode.
 6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K20 Engine Control Module.
 - **If the test lamp illuminates**
 7. Vehicle in Service Mode.
 8. If equipped, verify a test lamp illuminates between the accessory wakeup serial data 2 circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Vehicle OFF, disconnect the harness connectors at the K114B Hybrid/EV Powertrain Control Module 2.
 2. Test for infinite resistance between the accessory wakeup serial data 2 circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the accessory wakeup serial data 2 circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K114B Hybrid/EV Powertrain Control Module 2.
 - **If the test lamp illuminates**
 9. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the device setting the DTC. It may take up to 2 minutes for all vehicle systems to power down.
 10. Test for less than 2 Ω in each of the powertrain high speed GMLAN serial data circuits end to end between the K20 Engine Control Module and the device setting the DTC.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
 11. Replace the K20 Engine Control Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U182D: LOST COMMUNICATION WITH HYBRID POWERTRAIN CONTROL MODULE 2 ON POWERTRAIN EXPANSION COMMUNICATION BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.

- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U182D

Lost Communication with Hybrid Powertrain Control Module 2 on Powertrain Expansion Communication Bus

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U182D	U182D	-	-
Ignition	U182D	U182D	-	-
Accessory Wake Up Serial Data	U1814	U182D	-	-
Powertrain High Speed GMLAN Serial Data (+)	U0074*	U182D, U0074	U0074*	-
Powertrain High Speed GMLAN Serial Data (-)	U0074*	U182D, U0074	U0074*	-
Ground	-	U182D	-	-
* Other DTCs may set with this fault.				

Circuit/System Description

The serial data circuit is the means by which the devices in the vehicle communicate with each other. Once the scan tool is connected to the serial data circuit through the data link connector (DLC), the scan tool can be used to monitor each device for diagnostic purposes and to check for diagnostic trouble codes (DTC). When the vehicle is on, each device communicating on the serial data circuit sends a state of health message to ensure that the device is operating properly. When a device stops communicating on the serial data circuit, for example if the device loses power or ground, the state of health message it normally sends on the serial data circuit disappears. Other devices on the serial data circuit, which expect to receive that state of health message, detect its absence; those devices in turn set a DTC associated with the loss of state of health of the non communicating device. A loss of serial data communications DTC does not represent a failure of the devices that contain the stored DTC.

Conditions for Running the DTC

The system voltage is at least 11 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received for 10 seconds.

Action Taken When the DTC Sets

The DTC U182D is a type B DTC.

Conditions for Clearing the DTC

The DTC U182D is a type B DTC.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U-code present. However, there is no associated "current" or "active" status. Loss-of-communication U-codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:

- A device on the data communication circuit was disconnected while the communication circuit is awake.
- Power to one or more devices was interrupted during diagnosis.
- A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
- Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
- If a loss-of-communication U-code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U-code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U-code.
- Do not replace a device reporting a U-code. The U-code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

Description and Operation

[Data Link Communications Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0073, U0074, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- **If none of the DTCs are set**

3. Verify that DTCs U1817, U1818, and U1821 are not set.

- **If all of the DTCs are set together**

Refer to [DTC U0074](#) .

- **If all of the DTCs are not set together**

4. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wake up serial data, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the K114B Hybrid/EV Powertrain Control Module 2. It may take up to 2 minutes for all vehicle systems to power down.

2. Test for less than 10 Ω between each ground circuit terminal and ground.

- **If 10 Ω or greater**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

3. Vehicle in Service Mode.

4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the B+ circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

5. Vehicle in Service Mode.

6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

7. Vehicle in Service Mode.

8. If equipped, verify a test lamp illuminates between the accessory wakeup serial data circuit terminal and ground.

- **If the test lamp does not illuminate**

1. Vehicle OFF, disconnect the harness connectors at the K9 Body Control Module.
2. Test for infinite resistance between the accessory wakeup serial data circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
3. Test for less than 2 Ω in the accessory wakeup serial data circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K9 Body Control Module.

- **If the test lamp illuminates**

9. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the device setting the DTC. It may take up to 2 minutes for all vehicle systems to power down.
10. Test for less than 2 Ω in each powertrain high speed GMLAN serial data circuits end to end between the K114B Hybrid/EV Powertrain Control Module 2 and the device setting the DTC.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

11. Replace the K114B Hybrid/EV Powertrain Control Module 2.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U1833: LOST COMMUNICATION WITH ELECTRONIC BRAKE CONTROL MODULE ON CHASSIS EXPANSION CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U1833

Lost Communication with Electronic Brake Control Module on Chassis Expansion CAN Bus

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U0121, U0129, U1833	U0121, U0129, U1833	-	-
Ignition	U0121, U0129, U1833	U0121, U0129, U1833	-	-

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Accessory Wake Up Serial Data 2	P06E4, U0121, U0129, U1833	U0121, U0129, U1833	-	-
Chassis High Speed GMLAN Serial Data (+)	U0077*	U0121, U0129, U1833, U0077*	U0077*	-
Chassis High Speed GMLAN Serial Data (-)	U0077*	U0121, U0129, U1833, U0077*	U0077*	-
Ground	-	U0121, U0129, U1833	-	-
* Other DTCs may set with this fault.				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

Conditions for Running the DTC

The system voltage is at least 10 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

- A driver information center message and/or a warning indicator may be displayed.
- The DTC U1833 is a type B DTC.

Conditions for Clearing the DTC

The DTC U1833 is a type B DTC.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.

- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Description and Operation

[Data Link Communications Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0121 or U0129 is not set.
 - **If any of the DTCs are set**
Refer to [DTC U0100-U02FE](#) .
 - **If none of the DTCs are set**
3. Verify that DTC U0073, U0074, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**
Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
4. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wake up serial data 2, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the K17 Electronic Brake Control Module. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Vehicle in Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K17 Electronic Brake Control Module.
 - **If the test lamp illuminates**
5. Vehicle in Service Mode.
6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K17 Electronic Brake Control Module.
 - **If the test lamp illuminates**
7. Vehicle in Service Mode.
8. If equipped, verify a test lamp illuminates between the accessory wakeup serial data 2 circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Vehicle OFF, disconnect the harness connectors at the K114B Hybrid/EV Powertrain Control Module 2.
 2. Test for infinite resistance between the accessory wakeup serial data 2 circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the accessory wakeup serial data 2 circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K114B Hybrid/EV Powertrain Control Module 2.
 - **If the test lamp illuminates**

9. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the device setting the DTC. It may take up to 2 min for all vehicle systems to power down.
10. Test for less than 2 Ω in each Chassis high speed GMLAN serial data circuits end to end between the K17 Electronic Brake Control Module and the device setting the DTC.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
11. Replace the K17 Electronic Brake Control Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U183E: LOST COMMUNICATION WITH TELEMATICS COMMUNICATION INTERFACE CONTROL MODULE ON LOW SPEED CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U183E

Lost Communication with Telematics Communication Interface Control Module on Low Speed CAN Bus

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U183E	U183E	-	-
Ignition	U183E	U183E	-	-
Serial Data Communication Enable	U1814, U2099	U183E	-	-
Low Speed GMLAN Serial Data	U0078*	U0078, U183E	U0078*	-
Ground	-	U183E	-	-
* Scan Tool Does Not Communicate With Low Speed GMLAN Device				

Circuit/System Description

The serial data circuit is the means by which the devices in the vehicle communicate with each other. Once the scan tool is connected to the serial data circuit through the Data Link Connector (DLC), the scan tool can be used to monitor each device for diagnostic purposes and to check for diagnostic trouble codes (DTCs). When the vehicle is ON, each device communicating on the serial data circuit sends a state of health message to ensure that the device is operating properly. When a device stops communicating on the serial data circuit, for example if the device loses power or ground, the state of health message it normally sends on the serial data circuit disappears. Other devices on the serial data circuit, which expect to receive that state of health message, detect its absence; those devices in turn set a DTC associated with the loss of state of health of the non communicating device. A loss of serial data communications DTC does not represent a failure of the devices that contain the stored DTC.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Data Link Communications Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0198 is not set.
 - **If DTC U0198 is set**

Refer to [DTC U0100-U02FF](#) .
 - **If DTC U0198 is not set**
3. Verify that DTC U0073, U0074, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
4. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, serial data communication enable, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the K73 Telematics Communication Interface Control Module. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Vehicle in Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K73 Telematics Communication Interface Control Module.

- **If the test lamp illuminates**

5. Vehicle in Service Mode.

6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K73 Telematics Communication Interface Control Module.

- **If the test lamp illuminates**

7. Vehicle in Service Mode.

8. If equipped, verify a test lamp illuminates between the serial data communication enable circuit terminal and ground.

- **If the test lamp does not illuminate**

1. Vehicle OFF, disconnect the harness connectors at the K9 Body Control Module.

2. Test for infinite resistance between the serial data communication enable circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance

3. Test for less than 2 Ω in the serial data communication enable circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the K9 Body Control Module.

- **If the test lamp illuminates**

9. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the device setting the DTC. It may take up to 2 min for all vehicle systems to power down.

10. Test for less than 2 Ω in the low speed GMLAN serial data circuits end to end between the K73 Telematics Communication Interface Control Module and the device setting the DTC.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

11. Replace the K73 Telematics Communication Interface Control Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U184A: LOST COMMUNICATION WITH BODY CONTROL MODULE ON LOW SPEED CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U184A

Lost Communication with Body Control Module on Low Speed CAN Bus

For symptom byte information, refer to [Symptom Byte List](#) .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U184A	U184A	-	-
Ignition	U184A	U184A	-	-
Low Speed GMLAN Serial Data	U0078*	U0078, U184A	U0078*	-
Ground	-	U184A	-	-
* Scan Tool Does Not Communicate With Low Speed GMLAN Device				

Circuit/System Description

The serial data circuit is the means by which the devices in the vehicle communicate with each other. Once the scan tool is connected to the serial data circuit through the data link connector (DLC), the scan tool can be used to monitor each device for diagnostic purposes and to check for diagnostic trouble codes (DTCs). When the vehicle is ON, each device communicating on the serial data circuit sends a state of health message to ensure that the device is operating properly. When a device stops communicating on the serial data circuit, for example if the device loses power or ground, the state of health message it normally sends on the serial data circuit disappears. Other devices on the serial data circuit, which expect to receive that state of health message, detect its absence; those devices in turn set a DTC associated with the loss of state of health of the non communicating device. A loss of serial data communications DTC does not represent a failure of the devices that contain the stored DTC.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U-code present. However, there is no associated "current" or "active" status. Loss-of-communication U-codes such as these can set for a variety of reasons. Many times, they are

transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:

- A device on the data communication circuit was disconnected while the communication circuit is awake.
- Power to one or more devices was interrupted during diagnosis.
- A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
- Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
- If a loss-of-communication U-code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U-code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U-code.
- Do not replace a device reporting a U-code. The U-code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

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- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0140 is not set.
 - **If DTC U0140 is set**

Refer to [DTC U0100-U02FF](#) .

- **If DTC U0140 is not set**

3. Verify that DTC U0073, U0078, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- **If none of the DTCs are set**

4. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the K9 Body Control Module. It may take up to 2 minutes for all vehicle systems to power down.

2. Test for less than 10 Ω between each ground circuit terminal and ground.

- **If 10 Ω or greater**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

3. Vehicle in Service Mode.

4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the B+ circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K9 Body Control Module.

- **If the test lamp illuminates**

5. Vehicle in Service Mode.

6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K9 Body Control Module.

- **If the test lamp illuminates**

7. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the device setting the DTC. It may take up to 2 minutes for all vehicle systems to power down.
8. Test for less than 2 Ω in the low speed GMLAN serial data circuits end to end between the K9 Body Control Module and the device setting the DTC.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

9. Replace the K9 Body Control Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U184B: LOST COMMUNICATION WITH REMOTE HEATER AND AIR CONDITIONING CONTROL MODULE ON LOW SPEED CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U184B

Lost Communication with Remote Heater and Air Conditioning Control Module on Low Speed CAN Bus

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U0164, U184B	U0164, U184B	-	-
Ignition	U0164, U184B	U0164, U184B	-	-
Low Speed GMLAN Serial Data	U0078*	U0078, U0164, U184B	U0078*	-
Ground	-	U0164, U184B	-	-
* Scan Tool Does Not Communicate With Low Speed GMLAN Device				

Circuit/System Description

The serial data circuit is the means by which the devices in the vehicle communicate with each other. Once the scan tool is connected to the serial data circuit through the data link connector (DLC), the scan tool can be used to monitor each device for diagnostic purposes and to check for diagnostic trouble codes (DTCs). When the vehicle is ON, each device communicating on the serial data circuit sends a state of health message to ensure that the device is operating properly. When a device stops communicating on the serial data circuit, for example if the device loses power or ground, the state of health message it normally sends on the serial data circuit disappears. Other devices on the serial data circuit, which expect to receive that state of health message, detect its absence; those devices in turn set

a DTC associated with the loss of state of health of the non communicating device. A loss of serial data communications DTC does not represent a failure of the devices that contain the stored DTC.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U-code present. However, there is no associated "current" or "active" status. Loss-of-communication U-codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss-of-communication U-code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U-code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U-code.
- Do not replace a device reporting a U-code. The U-code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

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- [Data Communication Schematics](#)
- [Control Module References](#)

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Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0164 is not set.
 - **If DTC U0164 is set**

Refer to [DTC U0100-U02FF](#) .
 - **If DTC U0164 is not set**
3. Verify that DTC U0073, U0078, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
4. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the K33 HVAC Control Module. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Vehicle in Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.
2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K33 HVAC Control Module.

- **If the test lamp illuminates**

5. Vehicle in Service Mode.

6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.
2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.
2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K33 HVAC Control Module.

- **If the test lamp illuminates**

7. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the device setting the DTC. It may take up to 2 minutes for all vehicle systems to power down.

8. Test for less than 2 Ω in the low speed GMLAN serial data circuits end to end between the K33 HVAC Control Module and the device setting the DTC.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

9. Replace the K33 HVAC Control Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U184C: LOST COMMUNICATION WITH INSTRUMENT CLUSTER ON LOW SPEED CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U184C

Lost Communication with Instrument Cluster on Low Speed CAN Bus

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U184C	U184C	-	-
Ignition	U184C	U184C	-	-
Low Speed GMLAN Serial Data	U0078*	U0078, U184C	U0078*	-
Ground	-	U184C	-	-
* Scan Tool Does Not Communicate With Low Speed GMLAN Device				

Circuit/System Description

The serial data circuit is the means by which the devices in the vehicle communicate with each other. Once the scan tool is connected to the serial data circuit through the data link connector (DLC), the scan tool can be used to monitor each device for diagnostic purposes and to check for diagnostic trouble codes (DTCs). When the vehicle is ON, each device communicating on the serial data circuit sends a state of health message to ensure that the device is operating properly. When a device stops communicating on the serial data circuit, for example if the device loses power or ground, the state of health message it normally sends on the serial data circuit disappears. Other devices on the serial data circuit, which expect to receive that state of health message, detect its absence; those devices in turn set a DTC associated with the loss of state of health of the non communicating device. A loss of serial data communications DTC does not represent a failure of the devices that contain the stored DTC.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U-code present. However, there is no associated "current" or "active" status. Loss-of-communication U-codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss-of-communication U-code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U-code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U-code.

- Do not replace a device reporting a U-code. The U-code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

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Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0155 is not set.
 - **If DTC U0155 is set**
Refer to [DTC U0100-U02FE](#) .
 - **If DTC U0155 is not set**
3. Verify that DTC U0073, U0078, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**
Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
4. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the P16 Instrument Cluster. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Vehicle in Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the P16 Instrument Cluster.
 - **If the test lamp illuminates**
5. Vehicle in Service Mode.
6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the P16 Instrument Cluster.
 - **If the test lamp illuminates**
7. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the device setting the DTC. It may take up to 2 minutes for all vehicle systems to power down.
8. Test for less than 2 Ω in the low speed GMLAN serial data circuits end to end between the P16 Instrument Cluster and the device setting the DTC.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
9. Replace the P16 Instrument Cluster.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U184D: LOST COMMUNICATION WITH RADIO ON LOW SPEED CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U184D

Lost Communication with Radio on Low Speed CAN Bus

For symptom byte information, refer to [Symptom Byte List](#) .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U184D	U184D	-	-
Ignition	U184D	U184D	-	-
Low Speed GMLAN Serial Data	U0078*	U0078, U184D	U0078*	-
Ground	-	U184D	-	-
* Scan Tool Does Not Communicate With Low Speed GMLAN Device				

Circuit/System Description

The serial data circuit is the means by which the devices in the vehicle communicate with each other. Once the scan tool is connected to the serial data circuit through the data link connector (DLC), the scan tool can be used to monitor each device for diagnostic purposes and to check for diagnostic trouble codes (DTCs). When the vehicle is ON, each device communicating on the serial data circuit sends a state of health message to ensure that the device is operating properly. When a device stops communicating on the serial data circuit, for example if the device loses power or ground, the state of health message it normally sends on the serial data circuit disappears. Other devices on the serial data circuit, which expect to receive that state of health message, detect its absence; those devices in turn set a DTC associated with the loss of state of health of the non communicating device. A loss of serial data communications DTC does not represent a failure of the devices that contain the stored DTC.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U-code present. However, there is no associated "current" or "active" status. Loss-of-communication U-codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss-of-communication U-code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U-code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U-code.
- Do not replace a device reporting a U-code. The U-code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

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- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.

2. Verify that DTC U0184 is not set.

- **If DTC U0184 is set**

Refer to [DTC U0100-U02FF](#).

- **If DTC U0184 is not set**

3. Verify that DTC U0073, U0078, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#).

- **If none of the DTCs are set**

4. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the A11 Radio. It may take up to 2 minutes for all vehicle systems to power down.

2. Test for less than 10 Ω between each ground circuit terminal and ground.

- **If 10 Ω or greater**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

3. Vehicle in Service Mode.

4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the B+ circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the A11 Radio.

- **If the test lamp illuminates**

5. Vehicle in Service Mode.

6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the A11 Radio.
 - **If the test lamp illuminates**
- Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the device setting the DTC. It may take up to 2 minutes for all vehicle systems to power down.
 - Test for less than 2 Ω in the low speed GMLAN serial data circuits end to end between the A11 Radio and the device setting the DTC.
 - **If 2 Ω or greater**
Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
 - Replace the A11 Radio.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U184E: LOST COMMUNICATION WITH INFLATABLE RESTRAINT SENSING AND DIAGNOSTIC MODULE ON LOW SPEED CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U184E

Lost Communication with Inflatable Restraint Sensing and Diagnostic Module on Low Speed CAN Bus

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U184E	U184E	-	-
Ignition	U184E	U184E	-	-
Low Speed GMLAN Serial Data	U0078*	U0078, U184E	U0078*	-
Ground	-	U184E	-	-
* Scan Tool Does Not Communicate With Low Speed GMLAN Device				

Circuit/System Description

The serial data circuit is the means by which the devices in the vehicle communicate with each other. Once the scan tool is connected to the serial data circuit through the data link connector (DLC), the scan tool can be used to monitor each device for diagnostic purposes and to check for diagnostic trouble codes (DTCs). When the vehicle is ON, each device communicating on the serial data circuit sends a state of health message to ensure that the device is operating properly. When a device stops communicating on the serial data circuit, for example if the device loses power or ground, the state of health message it normally sends on the serial data circuit disappears. Other devices on the serial data circuit, which expect to receive that state of health message, detect its absence; those devices in turn set

a DTC associated with the loss of state of health of the non communicating device. A loss of serial data communications DTC does not represent a failure of the devices that contain the stored DTC.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U-code present. However, there is no associated "current" or "active" status. Loss-of-communication U-codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss-of-communication U-code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U-code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U-code.
- Do not replace a device reporting a U-code. The U-code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

Description and Operation

Data Link Communications Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0151 is not set.
 - **If DTC U0151 is set**

Refer to [DTC U0100-U02FF](#) .
 - **If DTC U0151 is not set**
3. Verify that DTC U0073, U0078, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
4. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the K36 Inflatable Restraint Sensing and Diagnostic Module. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Vehicle in Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.

- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
- **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
- **If the test lamp illuminates**
- 5. Vehicle in Service Mode.
- 6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If the test lamp illuminates**
- 7. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the device setting the DTC. It may take up to 2 minutes for all vehicle systems to power down.
- 8. Test for less than 2 Ω in the low speed GMLAN serial data circuits end to end between the K36 Inflatable Restraint Sensing and Diagnostic Module and the device setting the DTC.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
- 9. Replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U185A: LOST COMMUNICATION WITH BATTERY ENERGY CONTROL MODULE ON HIGH VOLTAGE ENERGY MANAGEMENT CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U185A

Lost Communication with Battery Energy Control Module on High Voltage Energy Management CAN Bus cardiagn.com

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U185A*	U185A	-	-
Ignition	U185A*	U185A	-	-
High Voltage Fault Signal	U185A	U185A	-	-
Accessory Wake Up Serial Data 2	P06E4, U185A*	U185A*	-	-
High Voltage Energy Management Communication Enable	P1EB9, U185A*	U185A*	-	-
High Voltage Energy Management High Speed GMLAN Serial Data (+)	U007A*	U007A, U185A*	U007A*	-
High Voltage Energy Management High Speed GMLAN Serial Data (-)	U007A*	U007A, U185A*	U007A*	-
Ground	-	U185A*	-	-
* Multiple DTCs may be set and multiple symptoms including a no start condition may occur.				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

Conditions for Running the DTC

The system voltage is more than 10 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received for more than 500 ms.

Action Taken When the DTC Sets

DTC U185A is a type A DTC.

Conditions for Clearing the DTC

DTC U185A is a type A DTC.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:

- A device on the data communication circuit was disconnected while the communication circuit is awake.
- Power to one or more devices was interrupted during diagnosis.
- A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.

- Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
- If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Hybrid/EV Energy Storage Schematics](#)
- [Control Module References](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

Description and Operation

[Data Link Communications Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Special Tools

- **EL-48900** HEV Safety Kit
- **EL-52014** Low Voltage Test Harness

For equivalent regional tools, refer to [Special Tools](#) .

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0111 is not set.
 - **If DTC U0111 is set**

Refer to [DTC U0100-U02FF](#) .

- If DTC U0111 is not set

3. Verify that DTC U0073, U0074, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- If any of the DTCs are set

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#).

- If none of the DTCs are set

4. Refer to Circuit/System Testing.

Circuit/System Testing

WARNING: Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure includes the following steps:

- Identify how to disable high voltage.
- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.
- Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.
 - Visually and functionally inspect the gloves before use.
 - Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.

Failure to follow the procedures may result in serious injury or death.

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wake up serial data 2, high voltage energy management communication enable, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the X357 and X358 harness connectors at the A4 Hybrid/EV Battery Pack.

2. Test for less than 10 Ω between each ground circuit terminal and ground.

- If 10 Ω or greater

1. Vehicle OFF.

2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- If less than 10 Ω

3. Vehicle in Service Mode.

4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground. [cardiagn.com](#)

- If the test lamp does not illuminate and the circuit fuse is good

1. Vehicle OFF.
2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
- **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K16 Battery Energy Control Module.
- **If the test lamp illuminates**
5. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K16 Battery Energy Control Module.
 - **If the test lamp illuminates**
6. If equipped, verify a test lamp illuminates between the accessory wakeup serial data 2 circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Vehicle OFF, disconnect the X2 harness connector at the K114B Hybrid/EV Powertrain Control Module 2.
 2. Test for infinite resistance between the accessory wakeup serial data 2 circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the accessory wakeup serial data 2 circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K114B Hybrid/EV Powertrain Control Module 2.
 - **If the test lamp illuminates**
7. If equipped, verify a test lamp illuminates between the high voltage energy management communication enable circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Vehicle OFF, disconnect the X2 harness connector at the K114B Hybrid/EV Powertrain Control Module 2.
 2. Test for infinite resistance between the high voltage energy management communication enable circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the high voltage energy management communication enable circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K114B Hybrid/EV Powertrain Control Module 2.
 - **If the test lamp illuminates**
8. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the

harness connectors at the device setting the DTC.

9. Test for less than 2 Ω in each high voltage energy management high speed GMLAN serial data circuits end to end between the A4 Hybrid/EV Battery Pack and the device setting the DTC.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

10. Vehicle OFF, reconnect the X357 and X358 harness connectors at the A4 Hybrid/EV Battery Pack.
11. Perform the High Voltage Disabling procedure before proceeding with this diagnostic. Refer to [High Voltage Disabling](#).
12. Reconnect the 12 V battery.
13. Vehicle OFF, connect the EL-52014 low voltage test harness.
14. Disconnect the X8 harness connector at the K16 Battery Energy Control Module.
15. Test for less than 10 Ω between each ground circuit terminal and ground.

- **If 10 Ω or greater**

Repair the open/high resistance in the circuit.

- **If less than 10 Ω**

16. Vehicle in Service Mode.
17. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate**

Repair the short to ground or the open/high resistance in the circuit.

- **If the test lamp illuminates**

18. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.

- **If the test lamp does not illuminate**

Repair the short to ground or the open/high resistance in the circuit.

- **If the test lamp illuminates**

19. If equipped, verify a test lamp illuminates between the accessory wakeup serial data 2 circuit terminal and ground.

- **If the test lamp does not illuminate**

Repair the short to ground or the open/high resistance in the circuit.

- **If the test lamp illuminates**

20. If equipped, verify a test lamp illuminates between the high voltage energy management communication enable circuit terminal and ground.

- **If the test lamp does not illuminate**

Repair the short to ground or the open/high resistance in the circuit.

- **If the test lamp illuminates**

21. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the X357 harness connector at the A4 Hybrid/EV Battery Pack.
22. Test for less than 2 Ω in each high voltage energy management high speed GMLAN serial data circuits end to end between the K16 Battery Energy Control Module and the A4 Hybrid/EV Battery Pack.

- **If 2 Ω or greater**

Repair the open/high resistance in the circuit.

- If less than 2 Ω

23. Replace the K16 Battery Energy Control Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U185B: BATTERY ENERGY CONTROL MODULE LOST COMMUNICATION WITH HYBRID/EV POWERTRAIN CONTROL MODULE 2 ON HIGH VOLTAGE ENERGY MANAGEMENT CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U185B

Battery Energy Control Module Lost Communication with Hybrid/EV Powertrain Control Module 2 on High Voltage Energy Management CAN Bus

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U185B	U185B	-	-
Ignition	U185B	U185B	-	-
Accessory Wake Up Serial Data	U1814	U185B	-	-
High Voltage Energy Management High Speed GMLAN Serial Data (+)	U007A*	U007A, U185B	U007A*	-
High Voltage Energy Management High Speed GMLAN Serial Data (-)	U007A*	U007A, U185B	U007A*	-
Ground	-	U185B	-	-
* Other DTCs may set with this fault.				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

This diagnostic is used to check the loss of communication with the Hybrid/EV Powertrain Control Module 2 on high voltage energy management high speed GMLAN bus. The Battery Energy Control Module supervises a periodic serial data message to check the communication status of the Hybrid/EV Powertrain Control Module 2. If this message is not received within 1 s, this DTC is set.

Conditions for Running the DTC

- The device is awake and communicating.

- The system voltage is at least 9 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received within 1 s.

Action Taken When the DTC Sets

- No Cell Balancing function. However, cell balancing switch diagnostics still run.
- DTC U185B is a type B DTC.

Conditions for Clearing the DTC

DTC U185B is a type B DTC.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Special Tools

EL-48900 HEV Safety Kit

For equivalent regional tools, refer to [Special Tools](#) .

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0073, U0074, U0078, U007A, U1814, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
3. Refer to Circuit/System Testing.

Circuit/System Testing

WARNING: Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure includes the following steps:

- Identify how to disable high voltage.
- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.
- Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.
 - Visually and functionally inspect the gloves before use.
 - Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.

Failure to follow the procedures may result in serious injury or death.

NOTE:

Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wake up serial data, and serial data

circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the harness connectors at the K114B Hybrid/EV Powertrain Control Module 2.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Vehicle in Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.
 - **If the test lamp illuminates**
5. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.
 - **If the test lamp illuminates**
6. If equipped, verify a test lamp illuminates between the accessory wakeup serial data circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Vehicle OFF, disconnect the harness connectors at the K9 Body Control Module.
 2. Test for infinite resistance between the accessory wakeup serial data circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the accessory wakeup serial data circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K9 Body Control Module.
 - **If the test lamp illuminates**
7. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the

X357 harness connector at the A4 Hybrid/EV Battery Pack.

8. Test for less than 2 Ω in each high voltage energy management high speed GMLAN serial data circuits end to end between the K114B Hybrid/EV Powertrain Control Module 2 and the A4 Hybrid/EV Battery Pack.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

9. Vehicle OFF, disable the high voltage system. Refer to [High Voltage Disabling](#).

10. Reconnect the 12 V battery.

11. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the X8 harness connector at the K16 Battery Energy Control Module.

12. Test for less than 2 Ω in each high voltage energy management high speed GMLAN serial data circuits end to end between the A4 Hybrid/EV Battery Pack and the K16 Battery Energy Control Module.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

13. Replace the K114B Hybrid/EV Powertrain Control Module 2.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U1860: ELECTRIC A/C COMPRESSOR CONTROL MODULE LOST COMMUNICATION WITH HYBRID POWERTRAIN CONTROL MODULE 2

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U1860

Electric A/C Compressor Control Module Lost Communication with Hybrid Powertrain Control Module 2

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U1860	U1860	-	-
Ignition	U1860	U1860	-	-
Accessory Wake Up Serial Data	U1814	U1860	-	-
High Speed GMLAN Serial Data (+)	U0073*	U0073, U1860	U0073*	-
High Speed GMLAN Serial Data (-)	U0073*	U0073, U1860	U0073*	-

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Ground	-	U1860	-	-
* Scan Tool Does Not Communicate With High Speed GMLAN Device				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

Conditions for Running the DTC

The system voltage is greater than 10.25 V.

Conditions for Setting the DTC

The A/C Compressor is not able to receive the serial data message from the Hybrid Powertrain Control Module 2 for 3 seconds.

Action Taken When the DTC Sets

The DTC U1860 is a type B DTC.

Conditions for Clearing the DTC

The DTC U1860 is a type B DTC.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U-code present. However, there is no associated "current" or "active" status. Loss-of-communication U-codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss-of-communication U-code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U-code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U-code.
- Do not replace a device reporting a U-code. The U-code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.

- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

Description and Operation

[Data Link Communications Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0073, U0074, U0078, U007A, U1814, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
3. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wake up serial data, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the harness connectors at the K114B Hybrid/EV Powertrain Control Module 2. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Vehicle in Service Mode.

4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the B+ circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

5. Vehicle in Service Mode.

6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

7. Vehicle in Service Mode.

8. If equipped, verify a test lamp illuminates between the accessory wakeup serial data circuit terminal and ground.

- **If the test lamp does not illuminate**

1. Vehicle OFF, disconnect the harness connectors at the K9 Body Control Module.

2. Test for infinite resistance between the accessory wakeup serial data circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance

3. Test for less than 2 Ω in the accessory wakeup serial data circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the K9 Body Control Module.

- **If the test lamp illuminates**

9. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the X1 harness connector at the G1 A/C Compressor. It may take up to 2 minutes for all vehicle systems to power down.

10. Test for less than 2 Ω in each serial data circuits end to end between the K114B Hybrid/EV Powertrain Control Module 2 and the G1 A/C Compressor.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

11. Replace the K114B Hybrid/EV Powertrain Control Module 2.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U1885: BATTERY ENERGY CONTROL MODULE LOST COMMUNICATION WITH HYBRID/EV POWERTRAIN CONTROL MODULE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U1885

Battery Energy Control Module Lost Communication with Hybrid/EV Powertrain Control Module

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U1885*	U1885	-	-
Ignition	U1885*	U1885*	-	-
Accessory Wake Up Serial Data 2	P06E4, U1885*	U1885*	-	-
High Speed GMLAN Serial Data (+)	U0073*	U0073, U1885*	U0073*	-
High Speed GMLAN Serial Data (-)	U0073*	U0073, U1885*	U0073*	-
Ground	-	U1885*	-	-
* Other DTCs may set with this fault and multiple symptoms including a no start condition may occur.				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

This diagnostic is used to check the loss of communication with Hybrid/EV Powertrain Control Module 1 on high speed GMLAN bus. The Battery Energy Control Module supervises a periodic serial data message to check the communication status of the Hybrid/EV Powertrain Control Module 1. If this message is not received within 3 s, then this DTC is set.

Conditions for Running the DTC

- Vehicle ON.
- The system voltage is at least 9 V.
- The DTC U180B is not set.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received within 3 s.

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Action Taken When the DTC Sets

The DTC U1885 is a type B DTC.

Conditions for Clearing the DTC

The DTC U1885 is a type B DTC.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

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Data Link Communications Description and Operation

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- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

[Control Module References](#) for scan tool information

Special Tools

EL-48900 HEV Safety Kit

For equivalent regional tools, refer to [Special Tools](#) .

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0293 is not set.
 - **If DTC U0293 is set**

Refer to [DTC U0100-U02FF](#) .
 - **If DTC U0293 is not set**
3. Verify that DTC U0073, U0074, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
4. Refer to Circuit/System Testing.

Circuit/System Testing

WARNING: Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure includes the following steps:

- Identify how to disable high voltage.
- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.
- Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.
 - Visually and functionally inspect the gloves before use.
 - Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.

Failure to follow the procedures may result in serious injury or death.

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wake up serial data 2, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the X1 harness connector at the T6 Power Inverter Module. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 Ω between the ground circuit terminal (or T6 Power Inverter Module case) and ground.

- **If 10 Ω or greater**

Check the ground connection and ground strap for the open/high resistance.

- **If less than 10 Ω**

3. Vehicle in Service Mode.

4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the B+ circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the T6 Power Inverter Module.

- **If the test lamp illuminates**

5. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Vehicle OFF.

2. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Vehicle OFF.

2. Test for infinite resistance between the ignition circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the T6 Power Inverter Module.

- **If the test lamp illuminates**

6. If equipped, verify a test lamp illuminates between the accessory wakeup serial data 2 circuit terminal and ground.

- **If the test lamp does not illuminate**

1. Vehicle OFF, disconnect the harness connectors at the K114B Hybrid/EV Powertrain Control Module 2.

2. Test for infinite resistance between the accessory wakeup serial data 2 circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance

3. Test for less than 2 Ω in the accessory wakeup serial data 2 circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

7. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the X357 and X358 harness connectors at the A4 Hybrid/EV Battery Pack. It may take up to 2 min for all vehicle systems to power down.

8. Test for less than 2 Ω in each high speed GMLAN serial data circuits end to end between the T6 Power Inverter Module and the A4 Hybrid/EV Battery Pack.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

9. Vehicle OFF, disable the high voltage system. Refer to [High Voltage Disabling](#) .

10. Reconnect the 12 V battery.

11. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the X8 harness connector at the K16 Battery Energy Control Module. It may take up to 2 min for all vehicle systems to power down.

12. Test for less than 2 Ω in each high speed GMLAN serial data circuits end to end between the A4 Hybrid/EV Battery Pack and the K16 Battery Energy Control Module.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

13. Replace the T6 Power Inverter Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U18A4: LOST COMMUNICATION WITH HYBRID/EV BATTERY DC CHARGING COMMUNICATIONS GATEWAY MODULE ON HIGH VOLTAGE ENERGY MANAGEMENT CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U18A4

Lost Communication with Hybrid/EV Battery DC Charging Communications Gateway Module on High Voltage Energy Management CAN Bus

For symptom byte information, refer to [Symptom Byte List](#) .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U18A4*	U18A4	-	-
Ignition	U18A4*	U18A4	-	-
Serial Data Communication Enable	U2099, U18A4*	U18A4*	-	-
High Voltage Energy Management Communication Enable	P1EB9, U18A4*	U18A4*	-	-
High Voltage Energy Management Serial Data (+)	U007A*	U007A, U18A4*	U007A*	-

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
High Voltage Energy Management Serial Data (-)	U007A*	U007A, U18A4*	U007A*	-
Ground	-	U18A4*	-	-
* Multiple DTCs may be set and multiple symptoms including a no start condition may occur.				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

Conditions for Running the DTC

- The system voltage is more than 10.2 V.
- The High Voltage Energy Management bus communication is enabled for more than 2 s.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received for more than 500 ms.

Action Taken When the DTC Sets

DTC U18A4 is a type B DTC.

Conditions for Clearing the DTC

DTC U18A4 is a type B DTC.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U-code present. However, there is no associated "current" or "active" status. Loss-of-communication U-codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss-of-communication U-code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U-code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U-code.
- Do not replace a device reporting a U-code. The U-code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.

- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Hybrid/EV Energy Storage Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Description and Operation

[Data Link Communications Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

DTC Type Reference

[Powertrain Diagnostic Trouble Code \(DTC\) Type Definitions](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0073, U0074, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**
 Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
3. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, serial data communication enable, high voltage energy management communication enable, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the low voltage harness connectors at the T24 Battery Charger - DC. cardiagn.com
2. Test for less than 10 Ω between each ground circuit terminal and ground.

- **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
- 3. Vehicle in Service Mode.
- 4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the T24 Battery Charger - DC.
 - **If the test lamp illuminates**
- 5. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the T24 Battery Charger - DC.
 - **If the test lamp illuminates**
- 6. If equipped, verify a test lamp illuminates between the serial data communication enable circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Vehicle OFF, disconnect the harness connectors at the K9 Body Control Module.
 2. Test for infinite resistance between the serial data communication enable circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the serial data communication enable circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K9 Body Control Module.
 - **If the test lamp illuminates**
- 7. If equipped, verify a test lamp illuminates between the high voltage energy management communication enable circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Vehicle OFF, disconnect the harness connectors at the K114B Hybrid/EV Powertrain Control Module 2.
 2. Test for infinite resistance between the high voltage energy management communication enable circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
3. Test for less than 2 Ω in the high voltage energy management communication enable circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K114B Hybrid/EV Powertrain Control Module 2.
 - **If the test lamp illuminates**
 8. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the harness connectors at the device setting the DTC.
 9. Test for less than 2 Ω in each high voltage energy management serial data circuits end to end between the T24 Battery Charger - DC and the device setting the DTC.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
 10. Replace the T24 Battery Charger - DC.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U18A6: LOST COMMUNICATION WITH RIGHT OBJECT DETECTION CONTROL MODULE ON DEDICATED BUS 1

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U18A6

Lost Communication with Right Object Detection Control Module on Dedicated Bus 1

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U18A6	U18A6	-	-
Communication Enable	U18A6	U18A6	-	-
Serial Data (+)	U18A6	U18A6	U18A6	-
Serial Data (-)	U18A6	U18A6	U18A6	-
Ground	-	U18A6	-	-

Circuit/System Description

The side object sensor modules use radar to determine the presence of objects nearby. The left side object sensor is the master that communicates on serial data. There is a private communication network between the left and right sensors. The scan tool can communicate only with the left sensor. Side blind zone alert is active when the vehicle is out of park or the parking brake is off on manual transmission vehicles. If a vehicle is detected in the side blind zone, the warning symbols will illuminate on the

appropriate side. The warning symbols will vary brightness based on the ambient light conditions. When an object is detected in the left side blind zone, the side object sensor module sends a message to the right sensor through serial data. The right sensor then supplies voltage to illuminate the visual indicator on the left side outside rear view mirror. When an object is detected in the right side blind zone, the right side object sensor will supply a voltage to illuminate the visual indicator on the right side outside rear view mirror.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

Specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 40, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [**Data Communication Schematics**](#)
- [**Control Module References**](#)

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Data Link Communications Description and Operation

Electrical Information Reference

- [**Circuit Testing**](#)
- [**Connector Repairs**](#)
- [**Testing for Intermittent Conditions and Poor Connections**](#)
- [**Wiring Repairs**](#)

Scan Tool Reference

[**Control Module References**](#) for scan tool information

Circuit/System Verification

1. Verify that DTC U0073, U0075, U0078, U007B, U007C, U007D, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- **If any of the DTCs are set**

Refer to [**Diagnostic Trouble Code \(DTC\) List - Vehicle**](#) .

- **If none of the DTCs are set**

2. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, and serial data circuit terminals.

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connector at the B218R Side Object Sensor Module - Right. It may take up to 10 min for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Ignition/Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Ignition ON/Vehicle In Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the B218R Side Object Sensor Module - Right.
 - **If the test lamp illuminates**
5. If equipped, test for at least 6 V between the communication enable circuit terminal and ground.
 - **If less than 6 V**
 1. Ignition/Vehicle OFF, disconnect the harness connectors at the B218L Side Object Sensor Module - Left.
 2. Test for infinite resistance between the communication enable circuit terminal and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the communication enable circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the B218L Side Object Sensor Module - Left.
 - **If 6 V or greater**
6. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connector at the B218L Side Object Sensor Module - Left. It may take up to 10 min for all vehicle systems to power down.
7. Test for less than 1 V between each serial data circuits and ground.
 - **If 1 V or greater**

Repair the short to voltage in the serial data circuit.
 - **If less than 1 V**
8. Test for infinite resistance between each serial data circuits and ground.
 - **If less than infinite resistance**

Repair the short to ground in the serial data circuit.
 - **If infinite resistance**

9. Test for infinite resistance between 2 serial data circuits.

- **If less than infinite resistance**

Repair the short together between the serial data circuits.

- **If infinite resistance**

10. Test for less than 2 Ω in each of the serial data circuits end to end between the B218L Side Object Sensor Module - Left and the B218R Side Object Sensor Module - Right.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

NOTE: Prior to replacing a module, visually inspect wiring connections to both Side Object Sensor Modules for contamination, deformation, terminal fretting corrosion, terminal tension, and chafing.

11. Replace the B218R Side Object Sensor Module - Right.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U18A9: LOST COMMUNICATION WITH TRANSMISSION RANGE CONTROL MODULE ON CHASSIS EXPANSION CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U18A9

Lost Communication With Transmission Range Control Module on Chassis Expansion CAN Bus

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U18A9	U18A9	-	-
Ignition	U18A9	U18A9	-	-
Accessory Wakeup Serial Data	U1814, U2099	U18A9	-	-
Chassis High Speed GMLAN Serial Data (+)	U0077*	U0077, U18A9*	U0077*	-
Chassis High Speed GMLAN Serial Data (-)	U0077*	U0077, U18A9*	U0077*	-
Ground	-	U18A9	-	-
* Other DTCs may set with this fault.				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

Description and Operation

[Data Link Communications Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

[Circuit/System Verification](#)

1. Ignition ON.
2. Verify that DTC U0073, U0074, U0077, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**
Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#).
 - **If none of the DTCs are set**
3. Refer to Circuit/System Testing.

[Circuit/System Testing](#)

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wakeup serial data, and serial data circuit terminals.

1. Ignition OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the harness connectors at the K173 Transmission Range Control Module.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Ignition OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Ignition ON.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Ignition OFF, remove the test lamp.
2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K173 Transmission Range Control Module.

- **If the test lamp illuminates**

5. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Ignition OFF, remove the test lamp.
2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Ignition OFF, remove the test lamp.
2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K173 Transmission Range Control Module.

- **If the test lamp illuminates**

6. If equipped, verify a test lamp illuminates between the accessory wakeup serial data circuit terminal and ground.

- **If the test lamp does not illuminate**

1. Ignition OFF, remove the test lamp, disconnect the harness connectors at the K9 Body Control Module.
2. Test for infinite resistance between the accessory wakeup serial data circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
3. Test for less than 2 Ω in the accessory wakeup serial data circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K9 Body Control Module.

- **If the test lamp illuminates**

7. Test for less than 4.5 V between each chassis high speed GMLAN serial data circuit terminal and ground.

- **If 4.5 V or greater**

Refer to [DTC U0077](#) to test for a short to voltage.

- **If less than 4.5 V**

8. Ignition OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
9. Test for greater than 100 Ω between each chassis high speed GMLAN serial data circuit terminal and ground.

- **If 100 Ω or less**

Refer to [DTC U0077](#) to test for a short to ground.

- **If greater than 100 Ω**

10. Disconnect the harness connectors at the device setting the DTC.
11. Test for less than 2 Ω in each chassis high speed GMLAN serial data circuits end to end between the K173 Transmission Range Control Module and the device setting the DTC.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- If less than 2 Ω

12. Replace the K173 Transmission Range Control Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U18AA: TRANSMISSION RANGE CONTROL MODULE LOST COMMUNICATION WITH ENGINE CONTROL MODULE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U18AA

Transmission Range Control Module Lost Communication with Engine Control Module

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U18AA	U18AA	-	-
Ignition	U18AA	U18AA	-	-
Accessory Wakeup Serial Data	U1814, U2099	U18AA	-	-
High Speed GMLAN Serial Data (+)	U0073*	U0073, U18AA*	U0073*	-
High Speed GMLAN Serial Data (-)	U0073*	U0073, U18AA*	U0073*	-
Ground	-	U18AA	-	-
* Other DTCs may set with this fault.				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Description and Operation

[Data Link Communications Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Control Module References for scan tool information**Circuit/System Verification**

1. Ignition ON/Vehicle In Service Mode.
2. Verify that DTC U0073, U0074, U0075, U0077, U0078, U007A, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- **If any of the DTCs are set**

Refer to **Diagnostic Trouble Code (DTC) List - Vehicle** .

- **If none of the DTCs are set**

3. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wakeup serial data, and serial data circuit terminals.

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the harness connectors at the K20 Engine Control Module.

2. Test for less than 10 Ω between each ground circuit terminal and ground.

- **If 10 Ω or greater**

1. Ignition/Vehicle OFF.
2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

3. Ignition ON/Vehicle In Service Mode.

4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Ignition/Vehicle OFF, remove the test lamp.
2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Ignition/Vehicle OFF, remove the test lamp.
2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K20 Engine Control Module.

- **If the test lamp illuminates**

5. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Ignition/Vehicle OFF, remove the test lamp.
2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Ignition/Vehicle OFF, remove the test lamp.

2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K20 Engine Control Module.
- **If the test lamp illuminates**
6. If equipped, verify a test lamp illuminates between the accessory wakeup serial data circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Ignition/Vehicle OFF, remove the test lamp, disconnect the harness connectors at the K9 Body Control Module.
 2. Test for infinite resistance between the accessory wakeup serial data circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the accessory wakeup serial data circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K9 Body Control Module.
 - **If the test lamp illuminates**
7. Test for less than 4.5 V between each high speed GMLAN serial data circuit terminal and ground.
 - **If 4.5 V or greater**

Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#) to test for a short to voltage.
 - **If less than 4.5 V**
8. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
9. Test for greater than 100 Ω between each high speed GMLAN serial data circuit terminal and ground.
 - **If 100 Ω or less**

Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#) to test for a short to ground.
 - **If greater than 100 Ω**
10. Disconnect the harness connectors at the K173 Transmission Range Control Module.
11. Test for less than 2 Ω in each high speed GMLAN serial data circuits end to end between the K20 Engine Control Module and the K173 Transmission Range Control Module.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
12. Replace the K20 Engine Control Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U18AB: TRANSMISSION RANGE CONTROL MODULE LOST COMMUNICATION WITH CHASSIS CONTROL MODULE ON HIGH SPEED CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.

- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U18AB

Transmission Range Control Module Lost Communication with Chassis Control Module on High Speed CAN Bus

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U18AB	U18AB	-	-
Ignition	U18AB	U18AB	-	-
Accessory Wakeup Serial Data	U1814, U2099	U18AB	-	-
High Speed GMLAN Serial Data (+)	U0073*	U0073, U18AB*	U0073*	-
High Speed GMLAN Serial Data (-)	U0073*	U0073, U18AB*	U0073*	-
Ground	-	U18AB	-	-
* Other DTCs may set with this fault.				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:

- A device on the data communication circuit was disconnected while the communication circuit is awake.

- Power to one or more devices was interrupted during diagnosis.
- A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
- Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
- If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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[Data Link Communications Description and Operation](#)

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- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition ON/Vehicle In Service Mode.
2. Verify that DTC U0073, U0074, U0075, U0077, U0078, U007A, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- **If none of the DTCs are set**

3. Refer to Circuit/System Testing.

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wakeup serial data, and serial data circuit terminals.

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the harness connectors at the K38 Chassis Control Module.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Ignition/Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Ignition ON/Vehicle In Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K38 Chassis Control Module.
 - **If the test lamp illuminates**
5. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K38 Chassis Control Module.
 - **If the test lamp illuminates**
6. If equipped, verify a test lamp illuminates between the accessory wakeup serial data circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Ignition/Vehicle OFF, remove the test lamp, disconnect the harness connectors at the K9 Body Control Module.
 2. Test for infinite resistance between the accessory wakeup serial data circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the accessory wakeup serial data circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.

- If less than 2 Ω , replace the K9 Body Control Module.

- **If the test lamp illuminates**

7. Test for less than 4.5 V between each high speed GMLAN serial data circuit terminal and ground.

- **If 4.5 V or greater**

Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#) to test for a short to voltage.

- **If less than 4.5 V**

8. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.

9. Test for greater than 100 Ω between each high speed GMLAN serial data circuit terminal and ground.

- **If 100 Ω or less**

Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#) to test for a short to ground.

- **If greater than 100 Ω**

10. Disconnect the harness connectors at the K173 Transmission Range Control Module.

11. Test for less than 2 Ω in each high speed GMLAN serial data circuits end to end between the K38 Chassis Control Module and the K173 Transmission Range Control Module.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

12. Replace the K38 Chassis Control Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U18AC: TRANSMISSION RANGE CONTROL MODULE LOST COMMUNICATION WITH CHASSIS CONTROL MODULE ON CHASSIS EXPANSION CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U18AC

Transmission Range Control Module Lost Communication with Chassis Control Module on Chassis Expansion CAN Bus

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U18AC	U18AC	-	-
Ignition	U18AC	U18AC	-	-

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Accessory Wakeup Serial Data	U1814, U2099	U18AC	-	-
Chassis High Speed GMLAN Serial Data (+)	U0077*	U0077, U18AC*	U0077*	-
Chassis High Speed GMLAN Serial Data (-)	U0077*	U0077, U18AC*	U0077*	-
Ground	-	U18AC	-	-
* Other DTCs may set with this fault.				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.

- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

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- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify that DTC U0073, U0074, U0077, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**
Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
3. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wakeup serial data, and serial data circuit terminals.

1. Ignition OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the harness connectors at the K38 Chassis Control Module.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Ignition OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Ignition ON.
 4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K38 Chassis Control Module.
 - **If the test lamp illuminates**
 5. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition OFF, remove the test lamp.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition OFF, remove the test lamp.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K38 Chassis Control Module.
 - **If the test lamp illuminates**
 6. If equipped, verify a test lamp illuminates between the accessory wakeup serial data circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Ignition OFF, remove the test lamp, disconnect the harness connectors at the K9 Body Control Module.
 2. Test for infinite resistance between the accessory wakeup serial data circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the accessory wakeup serial data circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K9 Body Control Module.
 - **If the test lamp illuminates**
 7. Test for less than 4.5 V between each chassis high speed GMLAN serial data circuit terminal and ground.
 - **If 4.5 V or greater**

Refer to [DTC U0077](#) to test for a short to voltage.
 - **If less than 4.5 V**
 8. Ignition OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. cardiagn.com
 9. Test for greater than 100 Ω between each chassis high speed GMLAN serial data circuit terminal and ground.

- If 100 Ω or less

Refer to [DTC U0077](#) to test for a short to ground.

- If greater than 100 Ω

10. Disconnect the harness connectors at the K173 Transmission Range Control Module.

11. Test for less than 2 Ω in each chassis high speed GMLAN serial data circuits end to end between the K38 Chassis Control Module and the K173 Transmission Range Control Module.

- If 2 Ω or greater

Repair the open/high resistance in the serial data circuit.

- If less than 2 Ω

12. Replace the K38 Chassis Control Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U18AD: TRANSMISSION RANGE CONTROL MODULE LOST COMMUNICATION WITH ELECTRONIC BRAKE CONTROL MODULE ON CHASSIS EXPANSION CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U18AD

Transmission Range Control Module Lost Communication with Electronic Brake Control Module on Chassis Expansion CAN Bus

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U18AD	U18AD	-	-
Ignition	U18AD	U18AD	-	-
Serial Data Communication Enable	U1814, U2099	U18AD	-	-
Chassis High Speed GMLAN Serial Data (+)	U0077*	U0077, U18AD*	U0077*	-
Chassis High Speed GMLAN Serial Data (-)	U0077*	U0077, U18AD*	U0077*	-
Ground	-	U18AD	-	-
* Other DTCs may set with this fault.				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are

used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Data Link Communications Description and Operation

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- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition ON/Vehicle In Service Mode.
2. Verify that DTC U0073, U0074, U0075, U0077, U0078, U007A, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
3. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, serial data communication enable, and serial data circuit terminals.

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the harness connectors at the K17 Electronic Brake Control Module.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Ignition/Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Ignition ON/Vehicle In Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.

- If infinite resistance, replace the K17 Electronic Brake Control Module.
 - **If the test lamp illuminates**
5. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K17 Electronic Brake Control Module.
 - **If the test lamp illuminates**
 6. If equipped, verify a test lamp illuminates between the serial data communication enable circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Ignition/Vehicle OFF, remove the test lamp, disconnect the harness connectors at the K9 Body Control Module.
 2. Test for infinite resistance between the serial data communication enable circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the serial data communication enable circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K9 Body Control Module.
 - **If the test lamp illuminates**
 7. Test for less than 4.5 V between each chassis high speed GMLAN serial data circuit terminal and ground.
 - **If 4.5 V or greater**

Refer to [DTC U0077](#) to test for a short to voltage.
 - **If less than 4.5 V**
 8. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
 9. Test for greater than 100 Ω between each chassis high speed GMLAN serial data circuit terminal and ground.
 - **If 100 Ω or less**

Refer to [DTC U0077](#) to test for a short to ground.
 - **If greater than 100 Ω**
 10. Disconnect the harness connectors at the K173 Transmission Range Control Module.
 11. Test for less than 2 Ω in each chassis high speed GMLAN serial data circuits end to end between the K17 Electronic Brake Control Module and the K173 Transmission Range Control Module.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
 12. Replace the K17 Electronic Brake Control Module.

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U18AF-U18B4: LOST COMMUNICATION

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U18AF

Lost Communications With Telematics Communications Interface Control Module on Ethernet Bus

DTC U18B0

Lost Communications With Instrument Cluster on Ethernet Bus

DTC U18B1

Lost Communications With Audio Amplifier on Ethernet Bus

DTC U18B2

Lost Communication with Rear Audio Control Module on Ethernet Bus

DTC U18B3

Lost Communications With Navigation Control Module on Ethernet Bus

DTC U18B4

Lost Communication with Radio on Ethernet Bus

For symptom byte information, refer to [Symptom Byte List](#) .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U18AF - U18B4	U18AF - U18B4	-	-
Ignition	U18AF - U18B4	U18AF - U18B4	-	-
Ethernet Serial Data (+)	U18AF - U18B4	U18AF - U18B4	U18AF - U18B4	-
Ethernet Serial Data (-)	U18AF - U18B4	U18AF - U18B4	U18AF - U18B4	-
Ground	-	U18AF - U18B4	-	-

Circuit/System Description

At the core of the infotainment system is the Radio Ethernet Audio Video Bridging switch which communicates directly to each contributing Infotainment control module terminator. The Ethernet harness consists of twisted pair wires from point to point. Each control module on the Ethernet infotainment system sends/receives data at 100 Mbit/s to/from a specified port at the Radio. The Radio

Ethernet will also be used to program USB software update files to the control modules connected to the Ethernet ports.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Testing for Intermittent Conditions and Poor Connections](#)
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Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition ON/Vehicle In Service Mode.
2. Verify that DTC U0073, U0078, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- **If none of the DTCs are set**

3. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematics and connector end views to identify the control module's ground, B+, ignition, and serial data circuit terminals.

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the control module specified by the DTC descriptor. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Ignition/Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Ignition ON/Vehicle In Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the control module specified by the DTC descriptor.
 - **If the test lamp illuminates**
5. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the control module specified by the DTC descriptor.
 - **If the test lamp illuminates**
6. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground.
 - **If the test lamp does not illuminate**
 1. Ignition/Vehicle OFF, remove the test lamp, disconnect the harness connectors at the control module that controls the ignition circuit.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the control module that controls the ignition circuit.
 - **If the test lamp illuminates**
7. Ignition/Vehicle OFF, disconnect the harness connectors at the device setting the DTC. cardiagn.com
8. Ignition ON/Vehicle In Service Mode.

9. Test for less than 4.5 V between each Ethernet serial data circuit terminal and ground.

- **If 4.5 V or greater**

Repair the short to voltage in the serial data circuit.

- **If less than 4.5 V**

10. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.

11. Test for infinite resistance between each Ethernet serial data circuit terminal and ground.

- **If less than infinite resistance**

Repair the short to ground in the serial data circuit.

- **If infinite resistance**

12. Test for infinite resistance between each pair of Ethernet serial data circuit terminals.

- **If less than infinite resistance**

Repair the short together in the serial data circuits.

- **If infinite resistance**

13. Test for less than 2 Ω in each Ethernet serial data circuit end to end.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

14. Replace the control module specified by the DTC descriptor.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U18B5: LOST COMMUNICATION WITH HYBRID POWERTRAIN CONTROL MODULE ON CHASSIS EXPANSION CAN BUS

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U18B5

Lost Communication With Hybrid Powertrain Control Module on Chassis Expansion CAN Bus

For symptom byte information, refer to [Symptom Byte List](#) .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U18B5	U18B5	-	-
Ignition	U18B5	U18B5	-	-
Accessory Wake Up Serial Data 2	P06E4, U1817*	U18B5	-	-

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Chassis High Speed GMLAN Serial Data (+)	U0077*	U0077, U18B5*	U0077*	-
Chassis High Speed GMLAN Serial Data (-)	U0077*	U0077, U18B5*	U0077*	-
Ground	-	U18B5	-	-
* Other DTCs may set with this fault.				

Circuit/System Description

Devices connected to the Chassis high speed GMLAN serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

The Motor Control Modules and the Hybrid Powertrain Control Module 1 are all internal to the Power Inverter Module. Communication diagnostics for the serial data, including device power and ground as well as the wakeup circuits for Motor Control Modules and the Hybrid Powertrain Control Module 1 are all diagnosed from external sources only to the Power Inverter Module connector because any circuit fault condition within the Power Inverter Module will cause a complete replacement.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

The device is never signaled. Therefore, the specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part. cardiagn.com

- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition ON/Vehicle in Service Mode.
2. Verify that DTC U0293 is not set.
 - **If DTC U0293 is set**
Refer to [DTC U0100-U02FF](#).
 - **If DTC U0293 is not set**
3. Verify that DTC U0073, U0074, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**
Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#).
 - **If none of the DTCs are set**
4. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE:

Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wake up serial data 2, and serial data circuit terminals.

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the X1 and X2 harness connectors at the T6 Power Inverter Module. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal (or module case) and ground.
 - **If 10 Ω or greater**
 1. Ignition/Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the ground circuit or ground strap.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Ignition ON/Vehicle in Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the T6 Power Inverter Module.
 - **If the test lamp illuminates**
5. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the T6 Power Inverter Module.
 - **If the test lamp illuminates**
6. If equipped, verify a test lamp illuminates between the accessory wakeup serial data 2 circuit terminal and ground.
 - **If the test lamp does not illuminate**
 1. Ignition/Vehicle OFF, remove the test lamp, disconnect the harness connectors at the K114B Hybrid/EV Powertrain Control Module 2.
 2. Test for infinite resistance between the accessory wakeup serial data 2 circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the accessory wakeup serial data 2 circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

7. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the device setting the DTC. It may take up to 2 min for all vehicle systems to power down.
8. Test for less than 2 Ω in each of the Chassis high speed GMLAN serial data circuits end to end between the T6 Power Inverter Module and the device setting the DTC.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

9. Replace the T6 Power Inverter Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U18B9-U18BF: PRIMARY/SECONDARY HIGH SPEED CAN BUS SUBNET CONFIGURATION LIST

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U18B9

Primary High Speed CAN Bus Subnet Configuration List

DTC U18BF

Secondary High Speed CAN Bus Subnet Configuration List

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

The devices on the high speed GMLAN serial data bus and the chassis high speed GMLAN serial data bus must be programmed with software that specifically identifies the correct type and quantity of devices on the bus based on RPO configuration. If a device was not properly configured after installation, the appropriate U Code may be set for that device. No external circuit diagnosis is involved.

Conditions for Running the DTC

- Voltage supplied to the device is in the normal operating voltage range.
- The vehicle power mode requires serial data communication to occur.

Conditions for Setting the DTC

- The device is not configured properly.
- The device recognises a programming error.
- CAN-Bus configuration is invalid

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.

- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify DTC U18B9-U18BF is not set.
 - **If DTC U18B9-U18BF is set along with other DTCs set**
 Diagnose all other DTCs first. Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If DTC U18B9-U18BF is set without other DTCs set**
 1. Program the device that set the DTC.
 2. Vehicle OFF, remove the scan tool, open and close the driver door. Wait 60 seconds. Vehicle in Service Mode.
 3. Verify the DTC does not set.
 - If the DTC sets, replace the appropriate device.
 - If the DTC does not set
 4. All OK.
 - **If DTC U0400-U05FF is not set**
3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC U2099: HIGH SPEED COMMUNICATION ENABLE CIRCUIT

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.

- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U2099

High Speed Communication Enable Circuit

For symptom byte information, refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Ignition	U2099 02*	U0100-U02FF	U0100-U02FF	-
* Vehicle will not start.				

Circuit/System Description

The body control module activates the ignition circuit, when the ignition key is in ACC, ON or START. The ignition circuit wakes up the devices for serial data bus communication.

Conditions for Running the DTC

- The system voltage is between 9 - 16 V.
- The vehicle power mode master requires serial data communication to occur.

Conditions for Setting the DTC

The body control module senses a short to ground on the ignition circuit.

Action Taken When the DTC Sets

- The output command is turned off while the malfunction is present.
- The devices use a default value for the missing parameters until the next ignition cycle.
- The device(s) is never signaled. Therefore, the specific subsystem(s) will not function.
- The vehicle will not start while the circuit is shorted to ground.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Testing

NOTE: Use the schematics to determine which devices are on the K9 body control module's ignition circuit terminal 23 X4. Use the connector end view to identify the ignition circuit terminal for each of those devices.

1. Vehicle OFF, disconnect the harness connector at an easily accessible device that shares the K9 body control module's ignition circuit terminal 23 X4. Vehicle in Service Mode.
2. Verify that the DTC U2099 remains current.
 - **If the DTC becomes history**
Replace the device that was just disconnected.
 - **If the DTC remains current**
3. With the prior devices disconnected, repeat steps 1 and 2 for each device on the ignition circuit except the K9 body control module.
4. Vehicle OFF, disconnect the X4 harness connector at the K9 body control module.
5. Test for infinite resistance between the ignition circuit terminal 23 X4 at the K9 body control module and ground.
 - **If less than infinite resistance**
Repair the short to ground on the circuit.
 - **If infinite resistance**
6. Replace the K9 body control module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U2160-U2231: LOST COMMUNICATION

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

For device DTC descriptors, refer to [Control Module U Code List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U2160 - U2231	U2160 - U2231	-	-
Ignition	U2160 - U2231, U1814, U2099	U2160 - U2231	-	-

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Object High Speed GMLAN Serial Data (+)	U0075	U2160 - U2231	U0075	-
Object High Speed GMLAN Serial Data (-)	U0075	U2160 - U2231	U0075	-
Chassis High Speed GMLAN Serial Data (+)	U0077	U2160 - U2231	U0077	-
Chassis High Speed GMLAN Serial Data (-)	U0077	U2160 - U2231	U0077	-
High Speed GMLAN Serial Data (+)	U0073, 2	U2160 - U2231	U0073, 2	-
High Speed GMLAN Serial Data (-)	U0073, 2	U2160 - U2231	U0073, 2	-
Low Speed GMLAN Serial Data	U0078, 1	U2160 - U2231	U0078, 1	-
Ground	-	U2160 - U2231	-	-
1. Scan tool does not communicate with most low speed GMLAN device 2. Scan tool does not communicate with most high speed GMLAN device				

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device. A loss of serial data communications DTC does not represent a failure of the devices that contain the stored code.

Conditions for Running the DTC

The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

Specific subsystems will not function.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.

- Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
- If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the non communicating device uses.
- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.
- This diagnostic procedure can be used to diagnose the common no communication DTCs: U216A, U216B, and other DTCs within U2160 - U2231 range.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Wiring Repairs](#)

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Determine the device that is not communicating. Refer to [Control Module U Code List](#) .
2. Vehicle in Service Mode.
3. Verify that DTC U0073, U0074, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- **If none of the DTCs are set**

4. Refer to Circuit/System Testing.

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wake up serial data 2, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect all the harness connectors at the device that is not communicating.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Vehicle in Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
 - **If the test lamp illuminates**
5. Vehicle in Service Mode.
6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
 - **If the test lamp illuminates**
7. Vehicle in Service Mode.
8. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground.
 - **If the test lamp does not illuminate**
 1. Vehicle OFF, remove the test lamp, disconnect the harness connectors at the control module that controls the ignition circuit.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance

3. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the control module that controls the ignition circuit.
- **If the test lamp illuminates**

NOTE: This test step is only applicable to a low speed GMLAN device.

9. Test for less than 4.5 V between each low speed GMLAN serial data circuit terminal and ground.
 - **If 4.5 V or greater**

Refer to [Scan Tool Does Not Communicate with Low Speed GMLAN Device](#) to test for a short to voltage in the serial data circuit.

- **If less than 4.5 V**

10. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.

11. Test for less than 2 Ω in each of the serial data circuits end to end between the device harness connector and the appropriate X84 Data Link Connector terminals listed below.

- Low speed GMLAN serial data circuit terminal 1
- High speed GMLAN serial data circuit terminal 6 or 14
- Chassis high speed GMLAN serial data circuit terminal 12 or 13
- Object high speed GMLAN serial data circuit terminal 3 or 11
- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit between the non communicating device and the device setting the DTC or a serial data splice pack.

- **If less than 2 Ω**

NOTE: The following test step is only applicable to a high speed GMLAN device with 2 pairs of serial data circuits or a high speed GMLAN device with an internal terminating resistor.

12. Test for 110 - 130 Ω between each pair of high speed GMLAN serial data circuits.

- **If less than 110 Ω**

Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#) to test for a short to ground or a short between the serial data circuits.

- **If greater than 130 Ω**

Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#) to test for an open/high resistance in the serial data circuit.

- **If between 110 - 130 Ω**

13. Replace the device that is not communicating.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U2401: BATTERY ENERGY CONTROL MODULE DEDICATED BUS 1 OFF

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.

- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U2401

Battery Energy Control Module Dedicated Bus 1 Off

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

The Battery Energy Control Module dedicated bus is a communication bus used to communicate between the Battery Energy Control Module and the Hybrid/EV Battery Interface Control Modules inside the Hybrid/EV Battery Pack assembly. The Battery Energy Control Module dedicated bus does not communicate with the scan tool.

Conditions for Running the DTC

- Vehicle ON.
- The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

The device setting the DTC has received too many transmit errors on the Battery Energy Control Module dedicated serial data circuits.

Action Taken When the DTC Sets

DTC U2401 is a type A DTC.

Conditions for Clearing the DTC

- DTC U2401 is a type A DTC.
- No bus off status.

Diagnostic Aids

The Hybrid/EV Battery Interface Control Modules 1 - 12 are all internal to the Battery Energy Control Module.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Hybrid/EV Energy Storage Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Testing for Intermittent Conditions and Poor Connections](#)

- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Special Tools

EL-48900 HEV Safety Kit

For equivalent regional tools, refer to [Special Tools](#) .

Circuit/System Verification

WARNING: Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure includes the following steps:

- Identify how to disable high voltage.
- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.
- Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.
 - Visually and functionally inspect the gloves before use.
 - Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.

Failure to follow the procedures may result in serious injury or death.

1. Vehicle in Service Mode.
2. Verify each scan tool Hybrid/EV Battery 1 - 96 parameters are between 3.45 - 4.05 V and all readings are within 0.03 V of each other.

- **If not between 3.45 - 4.05 V or not within 0.03 V of each other**

Refer to [DTC P0B3B-P0BBB, P1B16-P1B2D, P1B45-P1BFE, P1E01-P1E06, or P1E4C-P1E8B](#) .

- **If between 3.45 - 4.05 V and within 0.03 V of each other**

3. Verify that DTC U2401 is not set.

- **If the DTC is set**

Replace the K16 Battery Energy Control Module.

- **If the DTC is not set**

4. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

DTC U2409: TRANSMISSION RANGE CONTROL MODULE HIGH SPEED CAN BUS OFF

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC U2409

Transmission Range Control Module High Speed CAN Bus Off

For symptom byte information, refer to **Symptom Byte List** .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
High Speed GMLAN Serial Data (+)	U0073, U2409*	U0073, U2409*	U0073, U2409*	-
High Speed GMLAN Serial Data (-)	U0073, U2409*	U0073, U2409*	U0073, U2409*	-
* Other DTCs may set with this fault.				

Circuit/System Description

The high speed GMLAN serial data circuits are serial data buses used to communicate information between the devices. The high speed GMLAN serial data circuits also connect directly to the X84 Data Link Connector (DLC) for programming purposes. If this serial data system is inoperative, some devices may still be able to communicate with the scan tool due to other serial data systems but not with each other.

Conditions for Running the DTC

- Supply voltage to the devices are in the normal operating range.
- The vehicle power mode requires serial data communications.

Conditions for Setting the DTC

The device setting the DTC has attempted to establish communications on the high speed GMLAN serial data circuits more than 3 times.

Action Taken When the DTC Sets

- The device suspends all message transmission.
- The device uses default values for all parameters received on the serial data circuits.
- The device inhibits the setting of all other communication DTCs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

- **Data Communication Schematics**

- [Control Module References](#)

Connector End View Reference

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Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

[Circuit/System Verification](#)

1. Ignition ON/Vehicle in Service Mode.
2. Verify DTC U2409 is not set.

- **If DTC U2409 is set**

Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#).

- **If DTC U2409 is not set**

3. All OK

DTC U240A: TRANSMISSION RANGE CONTROL MODULE CHASSIS EXPANSION CAN BUS OFF

[Diagnostic Instructions](#)

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

[DTC Descriptor](#)

DTC U240A

Transmission Range Control Module Chassis Expansion CAN Bus Off

For symptom byte information, refer to [Symptom Byte List](#).

[Diagnostic Fault Information](#)

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Chassis High Speed GMLAN Serial Data (+)	U0077, U240A*	U0077, U240A*	U0077, U240A*	-
Chassis High Speed GMLAN Serial Data (-)	U0077, U240A*	U0077, U240A*	U0077, U240A*	-
* Other DTCs may set with this fault.				

[Circuit/System Description](#)

The chassis high speed GMLAN serial data circuits are serial data buses used to communicate information between the devices. The chassis high speed GMLAN serial data circuits also connect directly to the X84 Data Link Connector (DLC) for programming purposes. If this serial data system is inoperative, the devices will still communicate with the scan tool due to other serial data systems but not with each other.

Conditions for Running the DTC

- Supply voltage to the devices are in the normal operating range.
- The vehicle power mode requires serial data communications.

Conditions for Setting the DTC

The device setting the DTC has attempted to establish communications on the chassis high speed GMLAN serial data circuits more than 3 times.

Action Taken When the DTC Sets

- The device suspends all message transmission.
- The device uses default values for all parameters received on the serial data circuits.
- The device inhibits the setting of all other communication DTCs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

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- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition ON/Vehicle in Service Mode.
2. Verify DTC U240A is not set.
 - **If DTC U240A is set**

Refer to [DTC U0077](#) .

- If DTC U240A is not set

3. All OK

DTC U2500-U25FF: INVALID DATA RECEIVED

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

Refer to [Control Module U Code List](#) .

Circuit/System Description

Some devices are constantly receiving information from other devices through serial data communication network. The invalid data code will be set when a receiving device detects a discrepancy in information it receives from another device causing its integrity to be questioned. The symptom byte listed in the DTC Descriptor is for engineering reference only. No external circuit diagnosis is involved.

Conditions for Running the DTC

Battery voltage is between 9 - 16 V and data link communications operate normally.

Conditions for Setting the DTC

The device is not configured properly.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

NOTE: An invalid data DTC is normally set along with another DTC or symptom. Diagnose other DTCs and/or symptoms before replacing any device.

1. Engine running for 10 s.
2. Ignition ON, engine OFF, verify DTC U2500-U25FF is not set.
 - If DTC U2500-U25FF is set along with other DTCs set

Diagnose all other DTCs first. Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- If DTC U2500-U25FF is set without other DTCs set

1. Program the device specified by the DTC descriptor.
2. Verify the DTC does not set.
 - If the DTC sets, replace the appropriate device.
 - If the DTC does not set

3. All OK.

- If DTC U2500-U25FF is not set

3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC U2602: BATTERY ENERGY CONTROL MODULE LOST COMMUNICATION WITH HYBRID/EV POWERTRAIN CONTROL MODULE 2

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U2602

Battery Energy Control Module Lost Communication with Hybrid/EV Powertrain Control Module 2

For symptom byte information, refer to [Symptom Byte List](#) .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	U2602	U2602	-	-
Ignition	U2602	U2602	-	-
Accessory Wake Up Serial Data	U1814	U2602	-	-
High Speed GMLAN Serial Data (+)	U0073*	U0073, U2602*	U0073*	-
High Speed GMLAN Serial Data (-)	U0073*	U0073, U2602*	U0073*	-
Ground	-	U2602	-	-
* Scan Tool Does Not Communicate With High Speed GMLAN Device				

Circuit/System Description

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Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices

have prerecorded information about what messages are needed to be exchanged on the serial data circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

This diagnostic is used to check the loss of communication with the Hybrid/EV Powertrain Control Module 2 on high speed GMLAN bus. The Battery Energy Control Module supervises a periodic serial data message to check the communication status of the Hybrid/EV Powertrain Control Module 2. If this message is not received within 400 ms, the Battery Energy Control Module increases its fail count. When this fail count is over X Cal Value (7) during Y Cal Value (10 samples), the diagnostic status of this code is set to Failed and transmitted over high voltage energy high speed GMLAN bus to the Hybrid/EV Powertrain Control Module 2.

Conditions for Running the DTC

- Vehicle ON.
- The system voltage is at least 9 V.
- The DTC U180B is not set.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received within 400 ms.

Action Taken When the DTC Sets

The DTC U2602 is a type B DTC.

Conditions for Clearing the DTC

The DTC U2602 is a type B DTC.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- A device may have a U code stored in history that does not require any repairs. Issues with late or corrupted messages between devices can be temporary with no apparent symptom or complaint; this does not mean the device is faulty. Do not replace a device based only on a history U code.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with one or more GMLAN serial data systems inoperative. This condition is due to the device using multiple GMLAN busses.
- Use [Data Link References](#) to determine what GMLAN serial data communications the [canon](#) diagn.com communicating device uses.

- The device may not have internal protection for specific control circuits and may open a B+ or ignition fuse. If a fuse is open and the B+ or ignition circuit is not shorted to ground, ensure none of the control circuits are shorted to ground before replacing the non communicating device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Special Tools

EL-48900 HEV Safety Kit

For equivalent regional tools, refer to [Special Tools](#) .

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify that DTC U0073, U0074, U0078, U007A, U1814, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- **If none of the DTCs are set**

3. Refer to Circuit/System Testing.

Circuit/System Testing

WARNING:

Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure includes the following steps:

- Identify how to disable high voltage.
- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- **Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.**
- **Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.**
 - **Visually and functionally inspect the gloves before use.**
 - **Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.**

Failure to follow the procedures may result in serious injury or death.

NOTE: Use the schematics and connector end views to identify the device's ground, B+, ignition, accessory wake up serial data, and serial data circuit terminals.

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the K114B Hybrid/EV Powertrain Control Module 2. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Vehicle in Service Mode.
4. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.
 - **If the test lamp illuminates**
5. Vehicle in Service Mode.
6. If equipped, verify a test lamp illuminates between each ignition circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.

- If infinite resistance, replace the K114B Hybrid/EV Powertrain Control Module 2.

- **If the test lamp illuminates**

7. Vehicle in Service Mode.

8. If equipped, verify a test lamp illuminates between the accessory wakeup serial data circuit terminal and ground.

- **If the test lamp does not illuminate**

1. Vehicle OFF, disconnect the harness connectors at the K9 Body Control Module.

2. Test for infinite resistance between the accessory wakeup serial data circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance

3. Test for less than 2 Ω in the accessory wakeup serial data circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the K9 Body Control Module.

- **If the test lamp illuminates**

9. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the X357 and X358 harness connectors at the A4 Hybrid/EV Battery Pack. It may take up to 2 min for all vehicle systems to power down.

10. Test for less than 2 Ω in each serial data circuits end to end between the K114B Hybrid/EV Powertrain Control Module 2 and the A4 Hybrid/EV Battery Pack.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

11. Vehicle OFF, disable the high voltage system. Refer to [High Voltage Disabling](#) .

12. Reconnect the 12 V battery.

13. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the X8 harness connector at the K16 Battery Energy Control Module. It may take up to 2 min for all vehicle systems to power down.

14. Test for less than 2 Ω in each serial data circuits end to end between the A4 Hybrid/EV Battery Pack and the K16 Battery Energy Control Module.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

15. Replace the K114B Hybrid/EV Powertrain Control Module 2.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DTC U2603-U2606 OR U2617-U2624: BATTERY ENERGY CONTROL MODULE LOST COMMUNICATION WITH HYBRID/EV BATTERY INTERFACE CONTROL MODULE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

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DTC U2603

Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 1

DTC U2604

Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 2

DTC U2605

Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 3

DTC U2606

Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 4

DTC U2617

Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 5

DTC U2618

Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 6

DTC U2619

Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 7

DTC U2620

Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 8

DTC U2621

Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 9

DTC U2622

Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 10

DTC U2623

Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 11

DTC U2624

Battery Energy Control Module Lost Communication with Hybrid/EV Battery Interface Control Module 12

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

Devices connected to the serial data circuits monitor for serial data communications during normal vehicle operation. Operating information and commands are exchanged among the devices. The devices have prerecorded information about what messages are needed to be exchanged on the serial data

circuits, for each virtual network. The messages are supervised and also, some periodic messages are used by the receiver device as an availability indication of the transmitter device. Each message contains the identification number of the transmitter device.

The scan tool does not communicate the Hybrid/EV Battery Interface Control Modules 1 - 12 on Battery Energy Control Module dedicated bus.

Conditions for Running the DTC

- The device is awake and communicating.
- The system voltage is between 9 - 16 V.

Conditions for Setting the DTC

There is no temperature report message from Hybrid/EV Battery Interface Control Modules 1 - 12 to Battery Energy Control Module within 4 s.

Action Taken When the DTC Sets

The DTC U2603, U2604, U2605, U2606, U2617, U2618, U2619, U2620, U2621, U2622, U2623, and U2624 are type A DTCs.

Conditions for Clearing the DTC

The DTC U2603, U2604, U2605, U2606, U2617, U2618, U2619, U2620, U2621, U2622, U2623, and U2624 are type A DTCs.

Diagnostic Aids

The Hybrid/EV Battery Interface Control Modules 1 - 12 are all internal to the Battery Energy Control Module.

Reference Information

Schematic Reference

- [**Data Communication Schematics**](#)
- [**Hybrid/EV Energy Storage Schematics**](#)
- [**Control Module References**](#)

Connector End View Reference

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- [**Testing for Intermittent Conditions and Poor Connections**](#)
- [**Wiring Repairs**](#)

Scan Tool Reference

[**Control Module References**](#) for scan tool information

Special Tools

EL-48900 HEV Safety Kit

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For equivalent regional tools, refer to [**Special Tools**](#) .

WARNING: Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure includes the following steps:

- Identify how to disable high voltage.
- Identify how to test for the presence of high voltage.
- Identify condition under which high voltage is always present and personal protection equipment (PPE) and proper procedures must be followed.

Before working on any high voltage system, be sure to wear the following Personal Protection Equipment:

- Safety glasses with appropriate side shields when within 15 meters (50 feet) of the vehicle, either indoors or outdoors.
- Certified and up-to-date Class "0" Insulation gloves rated at 1000V with leather protectors.
 - Visually and functionally inspect the gloves before use.
 - Wear the Insulation gloves with leather protectors at all times when working with the high voltage battery assembly, whether the system is energized or not.

Failure to follow the procedures may result in serious injury or death.

1. Vehicle in Service Mode.
2. Verify that DTC U2401 is not set.
 - **If the DTC is set**

Refer to [DTC U2401](#).

- **If the DTC is not set**

3. Verify each scan tool Hybrid/EV Battery 1 - 96 parameters are between 3.45 - 4.05 V and all readings are within 0.03 V of each other.
 - **If not between 3.45 - 4.05 V or not within 0.03 V of each other**

Refer to [DTC P0B3B-P0BBB, P1B16-P1B2D, P1B45-P1BFE, P1E01-P1E06, or P1E4C-P1E8B](#).

- **If between 3.45 - 4.05 V and within 0.03 V of each other**

4. Verify that DTC U2603, U2604, U2605, U2606, U2617, U2618, U2619, U2620, U2621, U2622, U2623, or U2624 is not set.
 - **If any of the DTCs are set**

Replace the K16 Battery Energy Control Module.

- **If none of the DTCs are set**

5. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC U3000: CONTROL MODULE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U3000

Control Module

For symptom byte information, refer to [Symptom Byte List](#) .

Circuit/System Description

The internal fault detection is handled inside the device. The symptom byte information is for engineering reference only. No external circuit diagnosis is involved.

Conditions for Running the DTC

The device runs the program to detect an internal fault when power up is commanded. The only requirements are voltage and ground.

Conditions for Setting the DTC

The device has detected an internal malfunction.

Action Taken When the DTC Sets

The device refuses all additional inputs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- This DTC may be stored as a history DTC without affecting the operation of the device.
- If stored only as a history DTC and not retrieved as a current DTC, do not replace the device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

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- [Wiring Repairs](#)

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify DTC U3000 is not set.
 - **If DTC U3000 is set with symptom byte 43, 47, or 4B**
 1. Program the device that set the DTC.
 2. Verify the DTC does not set.
 - If the DTC sets, replace the device that set the DTC.
 - If the DTC does not set
 3. All OK.
 - **If DTC U3000 is set with any symptom byte, except 43, 47, or 4B**

Replace the device that set the DTC.
 - **If DTC U3000 is not set**
3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC U3012: CONTROL MODULE IMPROPER WAKE-UP PERFORMANCE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC U3012

Control Module Improper Wake-up Performance

For symptom byte information, refer to [Symptom Byte List](#).

Circuit/System Description

The internal fault detection is handled inside the device. The symptom byte information is for engineering reference only. No external circuit diagnosis is involved.

Conditions for Running the DTC

The device runs the program to detect an internal fault when power up is commanded. The only requirements are voltage and ground.

Conditions for Setting the DTC

The device has detected an internal malfunction.

Action Taken When the DTC Sets

The device refuses all additional inputs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold of 50, without a repeat of the malfunction.

Diagnostic Aids

- This DTC may be stored as a history DTC without affecting the operation of the device.
- If stored only as a history DTC and not retrieved as a current DTC, do not replace the device.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify DTC U3012 is not set.
 - **If DTC U3012 is set**

Replace the device that set the DTC.

- **If DTC U3012 is not set**
3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

SYMPTOMS - DATA COMMUNICATIONS

NOTE: The following steps must be completed before using the symptom tables.

1. Perform the [Diagnostic System Check - Vehicle](#) before using the symptom tables in order to verify that all of the following are true:
 - There are no Diagnostic Trouble Codes (DTC) set.
 - The devices can communicate via the serial data links.

2. Review the system operation in order to familiarize yourself with the system functions. Refer to [Data Link Communications Description and Operation](#) .

Visual/Physical Inspection

- Inspect for aftermarket devices which could affect the operation of the systems. Refer to [Checking Aftermarket Accessories](#) .
- Inspect the easily accessible or visible system components for obvious damage or conditions which could cause the symptom.

Intermittent

Faulty electrical connections or wiring may be the cause of intermittent conditions. Refer to [Testing for Intermittent Conditions and Poor Connections](#) .

Symptom List

Refer to a symptom diagnostic procedure from the following list in order to diagnose the symptom:

- [Scan Tool Does Not Power Up](#)
- [Scan Tool Does Not Communicate with High Speed GMLAN Device](#)
- [Scan Tool Does Not Communicate with Low Speed GMLAN Device](#)
- [Scan Tool Does Not Communicate with Gateway Expansion High Speed GMLAN Device](#)
- [Scan Tool Does Not Communicate with Gateway Isolated High Speed GMLAN Device](#)
- [Scan Tool Does Not Communicate with Gateway Isolated Low Speed GMLAN Device](#)

SCAN TOOL DOES NOT POWER UP

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Data Link Connector B+	1	1	-	-
Data Link Connector Ground	-	1	-	-
1. Scan Tool Does Not Power Up				

Circuit/System Description

The data link connector (DLC) is a standardized 16 cavity connector. Connector design and location is dictated by an industry wide standard, and is required to provide the following:

- Scan tool B+ voltage at terminal 16
- Scan tool ground at terminal 4
- Common ground at terminal 5

Diagnostic Aids

- The scan tool will power up with the vehicle OFF. Some devices however, will not communicate unless the vehicle is ON and the power mode master device sends the appropriate power mode message.
- If the B+ circuit, ground circuits, and connections of the data link connector are functioning properly, the malfunction must be due to the scan tool.

Reference Information

- [Data Communication Schematics](#)
- [Control Module References](#)

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- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

[Circuit/System Testing](#)

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 2 Ω between each of the X84 data link connector ground circuit terminals listed below and ground.
 - Ground circuit terminal 4
 - Ground circuit terminal 5
 - **If 2 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 2 Ω**
3. Vehicle in Service Mode.
4. Verify a test lamp illuminates between the B+ circuit terminal 16 at the X84 data link connector and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - **If the test lamp illuminates**
5. Refer to the scan tool user guide.

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Gateway Expansion High Speed GMLAN Serial Data (+) or High Speed GMLAN Serial Data (+) (8)	U007B	U007B	U007B	-
Gateway Expansion High Speed GMLAN Serial Data (-) or High Speed GMLAN Serial Data (-) (8)	U007B	U007B	U007B	-

Circuit/System Description

The devices connected to the gateway expansion high speed GMLAN serial data circuits (circuit numbers 3935 & 3936) monitor for serial data communications during normal vehicle operation. The K56 Serial Data Gateway Module acts as the gateway module between devices on primary high speed GMLAN bus and devices on gateway expansion high speed GMLAN bus. The gateway expansion high speed GMLAN serial data bus uses terminating resistors that are in parallel with the gateway expansion high speed GMLAN (+) and (-) circuits.

Conditions for Running the DTC

- The system voltage is between 9 - 16 V.
- The vehicle power mode requires serial data communications.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

- The device suspends all message transmission.
- The device uses default values for all parameters received on the serial data circuits.
- The device inhibits the setting of all other communication DTCs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition ON/Vehicle In Service Mode.
2. Verify that DTC U0073, U0074, U0075, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.

- **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- **If none of the DTCs are set**

3. Attempt to communicate with all devices on the gateway expansion high speed GMLAN serial data circuits. Refer to [Data Link References](#) to determine which devices are on the gateway expansion high speed GMLAN bus.
4. Verify which devices are communicating on the gateway expansion high speed GMLAN serial data circuits.

- **If only one device is not communicating**

Refer to Circuit/System Testing - Testing the Device Circuits.

- **If one or more devices are communicating but not all, except the K56 Serial Data Gateway Module**

Refer to Circuit/System Testing - Testing the Serial Data Circuit for an Open/High Resistance.

- **If none of the devices are communicating, except the K56 Serial Data Gateway Module**

5. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Each device may need to be disconnected to isolate a circuit fault. Use the schematic to identify the following:

- Gateway expansion high speed GMLAN devices and terminating resistors the vehicle is equipped with
- Device locations on the gateway expansion high speed GMLAN serial data circuits
- Each device's ground, B+, ignition, and gateway expansion high speed GMLAN serial data circuit terminals

Some devices with an internal terminating resistor have a loop in the harness that connects the internal terminating resistor to the serial data circuit. When wired this way, test these loop circuits for the appropriate failure mode short to voltage, short to ground, or open/high resistance prior to replacing the device for each of the following tests.

1. Ignition/Vehicle OFF, disconnect the harness connectors with the gateway expansion high speed GMLAN serial data circuits at an easily accessible device that is not communicating. Refer to [Data Link References](#) to determine which devices are on the gateway expansion high speed GMLAN bus.
2. Ignition ON/Vehicle In Service Mode.
3. Test for less than 4.5 V between each gateway expansion high speed GMLAN serial data circuit at the device that was just disconnected and ground.
 - **If 4.5 V or greater**

Refer to Testing the Serial Data Circuits for a Short to Voltage.
 - **If less than 4.5 V**
4. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
5. Test for greater than 100 Ω between each gateway expansion high speed GMLAN serial data circuit at the device that was just disconnected and ground.
 - **If 100 Ω or less**

Refer to Testing the Serial Data Circuits for a Short to Ground.
 - **If greater than 100 Ω**
6. Test for 110 - 130 Ω between each pair of the gateway expansion high speed GMLAN serial data circuits at the device that was just disconnected:
 - **If less than 110 Ω**

Refer to Testing the Serial Data Circuits for a Short between the Circuits.
 - **If greater than 130 Ω**

Refer to Testing the Serial Data Circuits for an Open/High Resistance.
 - **If between 110 - 130 Ω**
7. Refer to Testing the Device Circuits.

Testing the Serial Data Circuits for a Short to Voltage

1. Ignition/Vehicle OFF, disconnect the harness connectors with the gateway expansion high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to voltage, ignition ON/Vehicle In Service Mode.
2. Test for greater than 4.5 V between each serial data circuit at the device connector that was just disconnected and ground.
 - **If each serial data circuit is 4.5 V or less**
 1. Ignition/Vehicle OFF.
 2. Test for less than 10 Ω between each of the device's ground circuit terminals and ground.
 - If 10 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 10 Ω , replace the device that was disconnected.
 - **If any serial data circuit is greater than 4.5 V**
3. Repeat step 1 until one of the following conditions are isolated:
 - A short to voltage on the serial data circuit between two devices or splice packs, if equipped.
 - A short to voltage on the serial data circuit between a device and a terminating resistor.

Testing the Serial Data Circuits for a Short to Ground

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Disconnect the harness connectors with the gateway expansion high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to ground.

3. Test for greater than 100 Ω between each serial data circuit at the device connector that was just disconnected and ground.

- **If each serial data circuit is 100 Ω or greater**

Replace the device that was disconnected.

- **If any serial data circuit is less than 100 Ω**

4. Repeat step 1 until one of the following conditions are isolated:

- A short to ground on the serial data circuit between two devices or splice packs, if equipped.
- A short to ground on the serial data circuit between a device and a terminating resistor.

Testing the Serial Data Circuits for a Short between the Circuits

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Connect the harness connectors at the device that was previously disconnected.
3. Disconnect the harness connectors with the gateway expansion high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted together.
4. Test for greater than 110 Ω between each pair of serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuits is 110 Ω or greater**

Replace the device that was disconnected.

- **If any pair of serial data circuits is less than 110 Ω**

5. Repeat step 2 until one of the following conditions are isolated:

- Serial data circuits shorted together between two devices or splice packs, if equipped.
- Serial data circuits shorted together between a device and a terminating resistor.
- A shorted terminating resistor.

Testing the Serial Data Circuits for an Open/High Resistance

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Connect the harness connectors at the device that was previously disconnected.
3. Disconnect the harness connectors with the gateway expansion high speed GMLAN serial data circuits at another device, in the direction of the circuit with the open/high resistance.
4. Test for less than 130 Ω between each pair of the serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuits is 130 Ω or less**

Replace the device that was disconnected.

- **If any pair of serial data circuits is greater than 130 Ω**

5. Repeat step 2 until one of the following conditions are isolated:

- An open/high resistance on the serial data circuit between two devices or splice packs, if equipped.
- An open/high resistance on the serial data circuit between a device and a terminating resistor.
- An open/high resistance terminating resistor.

Testing the Device Circuits

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal at the device that was just cardiagn.com disconnected and ground.

- **If 10 Ω or greater**
 1. Ignition/Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
- 3. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
 - **If the test lamp illuminates**
- 4. Ignition ON/Vehicle In Service Mode.
- 5. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which has a fuse in the circuit, and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
 - **If the test lamp illuminates**
- 6. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground.
 - **If the test lamp does not illuminate**
 1. Ignition/Vehicle OFF, remove the test lamp, disconnect the harness connectors at the control module that controls the ignition circuit.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the control module that controls the ignition circuit.
 - **If the test lamp illuminates**
- 7. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the K56 Serial Data Gateway Module. It may take up to 2 min for all vehicle systems to power down.
- 8. Test for less than 2 Ω in each of the gateway expansion high speed GMLAN serial data circuits end to end between the non communicating device and the K56 Serial Data Gateway Module.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

9. Test for less than 2 Ω in each of the primary high speed GMLAN serial data circuits (circuit numbers 2500 & 2501) end to end between the K56 Serial Data Gateway Module and the appropriate X84 Data Link Connector (DLC) terminals listed below.

- X84 Data Link Connector high speed GMLAN serial data circuit terminal 6
- X84 Data Link Connector high speed GMLAN serial data circuit terminal 14
- **If 2 Ω or greater**

Repair the open/high resistance in the high speed GMLAN serial data circuit.

- **If less than 2 Ω**

10. Replace the non communicating device that was disconnected.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

SCAN TOOL DOES NOT COMMUNICATE WITH GATEWAY ISOLATED HIGH SPEED GMLAN DEVICE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Gateway Isolated High Speed GMLAN Serial Data (+) or High Speed GMLAN Serial Data (+) (9)	U007C	U007C	U007C	-
Gateway Isolated High Speed GMLAN Serial Data (-) or High Speed GMLAN Serial Data (-) (9)	U007C	U007C	U007C	-

Circuit/System Description

The devices connected to the gateway isolated high speed GMLAN serial data circuits (circuit numbers 1304 & 1305) monitor for serial data communications during normal vehicle operation. The K56 Serial Data Gateway Module acts as the gateway module between devices on primary high speed GMLAN bus and devices on gateway isolated high speed GMLAN bus. The gateway isolated high speed GMLAN serial data bus uses terminating resistors that are in parallel with the gateway isolated high speed GMLAN (+) and (-) circuits.

Conditions for Running the DTC

- The system voltage is between 9 - 16 V.
- The vehicle power mode requires serial data communications.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

- The device suspends all message transmission.
- The device uses default values for all parameters received on the serial data circuits.
- The device inhibits the setting of all other communication DTCs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [**Data Communication Schematics**](#)
- [**Control Module References**](#)

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Scan Tool Reference

[**Control Module References**](#) for scan tool information

Circuit/System Verification

1. Ignition ON/Vehicle In Service Mode.
2. Verify that DTC U0073, U0074, U0075, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**

Refer to [**Diagnostic Trouble Code \(DTC\) List - Vehicle**](#) .
 - **If none of the DTCs are set**
3. Attempt to communicate with all devices on the gateway isolated high speed GMLAN serial data circuits. Refer to [**Data Link References**](#) to determine which devices are on the gateway isolated high speed GMLAN bus.
4. Verify which devices are communicating on the gateway isolated high speed GMLAN serial data circuits.
 - **If only one device is not communicating**

Refer to Circuit/System Testing - Testing the Device Circuits.

- **If one or more devices are communicating but not all, except the K56 Serial Data Gateway Module**

Refer to Circuit/System Testing - Testing the Serial Data Circuit for an Open/High Resistance.

- **If none of the devices are communicating, except the K56 Serial Data Gateway Module**
5. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Each device may need to be disconnected to isolate a circuit fault. Use the schematic to identify the following:

- **Gateway isolated high speed GMLAN devices and terminating resistors the vehicle is equipped with**
- **Device locations on the gateway isolated high speed GMLAN serial data circuits**
- **Each device's ground, B+, ignition, and gateway isolated high speed GMLAN serial data circuit terminals**

Some devices with an internal terminating resistor have a loop in the harness that connects the internal terminating resistor to the serial data circuit. When wired this way, test these loop circuits for the appropriate failure mode short to voltage, short to ground, or open/high resistance prior to replacing the device for each of the following tests.

1. Ignition/Vehicle OFF, disconnect the harness connectors with the gateway isolated high speed GMLAN serial data circuits at an easily accessible device that is not communicating. Refer to [Data Link References](#) to determine which devices are on the gateway isolated high speed GMLAN bus.
2. Ignition ON/Vehicle In Service Mode.
3. Test for less than 4.5 V between each gateway isolated high speed GMLAN serial data circuit at the device that was just disconnected and ground.
 - **If 4.5 V or greater**

Refer to Testing the Serial Data Circuits for a Short to Voltage.

 - **If less than 4.5 V**
4. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
5. Test for greater than 100 Ω between each gateway isolated high speed GMLAN serial data circuit at the device that was just disconnected and ground.
 - **If 100 Ω or less**

Refer to Testing the Serial Data Circuits for a Short to Ground.

 - **If greater than 100 Ω**
6. Test for 110 - 130 Ω between each pair of the gateway isolated high speed GMLAN serial data circuits at the device that was just disconnected:
 - **If less than 110 Ω**

Refer to Testing the Serial Data Circuits for a Short between the Circuits.

 - **If greater than 130 Ω**

Refer to Testing the Serial Data Circuits for an Open/High Resistance.

 - **If between 110 - 130 Ω**
7. Refer to Testing the Device Circuits.

Testing the Serial Data Circuits for a Short to Voltage

1. Ignition/Vehicle OFF, disconnect the harness connectors with the gateway isolated high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to voltage, ignition ON/Vehicle In Service Mode.
2. Test for greater than 4.5 V between each serial data circuit at the device connector that was just disconnected and ground.
 - **If each serial data circuit is 4.5 V or less**
 1. Ignition/Vehicle OFF.
 2. Test for less than 10 Ω between each of the device's ground circuit terminals and ground.
 - If 10 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 10 Ω , replace the device that was disconnected.
 - **If any serial data circuit is greater than 4.5 V**
3. Repeat step 1 until one of the following conditions are isolated:
 - A short to voltage on the serial data circuit between two devices or splice packs, if equipped.
 - A short to voltage on the serial data circuit between a device and a terminating resistor.

Testing the Serial Data Circuits for a Short to Ground

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Disconnect the harness connectors with the gateway isolated high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to ground.
3. Test for greater than 100 Ω between each serial data circuit at the device connector that was just disconnected and ground.
 - **If each serial data circuit is 100 Ω or greater**

Replace the device that was disconnected.
 - **If any serial data circuit is less than 100 Ω**
4. Repeat step 1 until one of the following conditions are isolated:
 - A short to ground on the serial data circuit between two devices or splice packs, if equipped.
 - A short to ground on the serial data circuit between a device and a terminating resistor.

Testing the Serial Data Circuits for a Short between the Circuits

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Connect the harness connectors at the device that was previously disconnected.
3. Disconnect the harness connectors with the gateway isolated high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted together.
4. Test for greater than 110 Ω between each pair of serial data circuits at the device connector that was just disconnected.
 - **If each pair of serial data circuits is 110 Ω or greater**

Replace the device that was disconnected.
 - **If any pair of serial data circuits is less than 110 Ω**
5. Repeat step 2 until one of the following conditions are isolated:
 - Serial data circuits shorted together between two devices or splice packs, if equipped.
 - Serial data circuits shorted together between a device and a terminating resistor.
 - A shorted terminating resistor.

Testing the Serial Data Circuits for an Open/High Resistance

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Connect the harness connectors at the device that was previously disconnected.
3. Disconnect the harness connectors with the gateway isolated high speed GMLAN serial data circuits at another device, in the direction of the circuit with the open/high resistance.
4. Test for less than 130 Ω between each pair of the serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuits is 130 Ω or less**

Replace the device that was disconnected.

- **If any pair of serial data circuits is greater than 130 Ω**

5. Repeat step 2 until one of the following conditions are isolated:

- An open/high resistance on the serial data circuit between two devices or splice packs, if equipped.
- An open/high resistance on the serial data circuit between a device and a terminating resistor.
- An open/high resistance terminating resistor.

Testing the Device Circuits

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal at the device that was just disconnected and ground.

- **If 10 Ω or greater**

1. Ignition/Vehicle OFF.

2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

3. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Ignition/Vehicle OFF, remove the test lamp.

2. Test for less than 2 Ω in the B+ circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Ignition/Vehicle OFF, remove the test lamp.

2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the disconnected device.

- **If the test lamp illuminates**

4. Ignition ON/Vehicle In Service Mode.

5. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which has a fuse in the circuit, and ground.

- **If the test lamp does not illuminate and the circuit fuse is good**

1. Ignition/Vehicle OFF, remove the test lamp.

2. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **If the test lamp does not illuminate and the circuit fuse is open**

1. Ignition/Vehicle OFF, remove the test lamp.
2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
- **If the test lamp illuminates**
6. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground.
 - **If the test lamp does not illuminate**
 1. Ignition/Vehicle OFF, remove the test lamp, disconnect the harness connectors at the control module that controls the ignition circuit.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the control module that controls the ignition circuit.
 - **If the test lamp illuminates**
7. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the K56 Serial Data Gateway Module. It may take up to 2 min for all vehicle systems to power down.
8. Test for less than 2 Ω in each of the gateway isolated high speed GMLAN serial data circuits end to end between the non communicating device and the K56 Serial Data Gateway Module.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
9. Test for less than 2 Ω in each of the primary high speed GMLAN serial data circuits (circuit numbers 2500 & 2501) end to end between the K56 Serial Data Gateway Module and the appropriate X84 Data Link Connector (DLC) terminals listed below.
 - X84 Data Link Connector high speed GMLAN serial data circuit terminal 6
 - X84 Data Link Connector high speed GMLAN serial data circuit terminal 14
 - **If 2 Ω or greater**

Repair the open/high resistance in the primary high speed GMLAN serial data circuit.
 - **If less than 2 Ω**
10. Replace the non communicating device that was disconnected.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

SCAN TOOL DOES NOT COMMUNICATE WITH GATEWAY ISOLATED LOW SPEED GMLAN DEVICE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Gateway Isolated Low Speed GMLAN Serial Data or Low Speed GMLAN Serial Data #2 (Circuit #1102)	U007D	U0100-U02FF	U007D	-

Circuit/System Description

The gateway isolated low speed GMLAN serial data bus is used to communicate information between the devices. The serial data is transmitted over a single wire (circuit number 1102) to the appropriate devices. The K56 Serial Data Gateway Module acts as the gateway module between devices on low speed GMLAN bus and devices on gateway isolated low speed GMLAN bus.

Conditions for Running the DTC

- The system voltage is between 9 - 16 V.
- The vehicle power mode requires serial data communications.

Conditions for Setting the DTC

A supervised periodic message that includes the transmitter device availability has not been received.

Action Taken When the DTC Sets

- The device suspends all message transmission.
- The device uses default values for all parameters received on the serial data circuits.
- The device inhibits the setting of all other communication DTCs.

Conditions for Clearing the DTC

- A current DTC clears when the malfunction is no longer present.
- A history DTC clears when the device ignition cycle counter reaches the reset threshold, without a repeat of the malfunction.

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

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- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

1. Ignition ON/Vehicle In Service Mode.
2. Verify that DTC U0073, U0074, U0075, U0077, U0078, U007A, P06E4, P1EB9, U1814, U2099, B1325, B1330, B1370, B1380, B1424, B1428, B1440, B1441, B1517, C0800, C0899, C12E1, P0560, or P0562 is not set.
 - **If any of the DTCs are set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If none of the DTCs are set**
3. Verify that the K56 Serial Data Gateway Module is communicating.
 - **If the K56 Serial Data Gateway Module is not communicating**

Refer to [DTC U0100-U02FF](#) to diagnose the K56 Serial Data Gateway Module.
 - **If the K56 Serial Data Gateway Module is communicating**
4. Attempt to communicate with all devices on the gateway isolated low speed GMLAN serial data circuit. Refer to [Data Link References](#) to determine which devices are on the gateway isolated low speed GMLAN bus.
5. Verify which devices are communicating on the gateway isolated low speed GMLAN serial data circuit.
 - **If only one device is not communicating**

Refer to Circuit/System Testing - Testing the Device Circuits.
 - **If one or more devices are communicating but not all, except the K56 Serial Data Gateway Module**

Refer to Circuit/System Testing - Testing the Serial Data Circuit for an Open/High Resistance.
 - **If none of the devices are communicating, except the K56 Serial Data Gateway Module**
6. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: Use the schematic to identify the following:

- **Gateway Isolated low speed GMLAN devices the vehicle is equipped with**
 - **Device and splice pack locations on the gateway isolated low speed GMLAN serial data circuit**
 - **The gateway isolated low speed GMLAN serial data circuit terminals for each device or splice pack**
1. Ignition/Vehicle OFF, disconnect the appropriate harness connectors at all gateway isolated low speed GMLAN serial data splice packs, ignition ON/Vehicle In Service Mode.
 2. Test for less than 4.5 V between each gateway isolated low speed GMLAN serial data circuit at a splice pack and ground.
 - **If any serial data circuit is greater than 4.5 V**
 1. Ignition/Vehicle OFF, disconnect all devices on the failed serial data circuit, ignition ON/Vehicle In Service Mode.
 2. Test for less than 1 V between each section of the failed serial data circuit and ground.
 - If 1 V or greater, repair the short to voltage in the circuit.
 - If less than 1 V
 3. Connect the splice pack and connect the first device on the failed serial data circuit, ignition ON/Vehicle In Service Mode.

4. Verify the scan tool communicates or not with the gateway isolated low speed GMLAN serial data circuit.
 - If the scan tool does not communicate, replace the device that was just connected.
 - If the scan tool communicates and there are more devices to connect, connect the next device and repeat step 2.4.
 - If the scan tool communicates and there are no more devices to connect
5. All OK.
 - **If all serial data circuits are less than 4.5 V**
3. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the appropriate harness connectors at all gateway isolated low speed GMLAN serial data splice packs. It may take up to 2 min for all vehicle systems to power down.
4. Test for greater than 100 Ω between each gateway isolated low speed GMLAN serial data circuit at a splice pack and ground.
 - **If any serial data circuit is 100 Ω or less**
 1. Disconnect all devices on the failed serial data circuit.
 2. Test for infinite resistance between each section of the failed serial data circuit and ground.
 - If less than infinite resistance, repair the short to ground in the circuit.
 - If infinite resistance
 3. Connect the splice pack and connect the first device on the failed serial data circuit, ignition ON/Vehicle In Service Mode.
 4. Verify the scan tool communicates or not with the gateway isolated low speed GMLAN serial data circuit.
 - If the scan tool does not communicate, replace the device that was just connected.
 - If the scan tool communicates and there are more devices to connect, connect the next device and repeat step 4.4.
 - If the scan tool communicates and there are no more devices to connect
 5. All OK.
 - **If all serial data circuits are greater than 100 Ω**
5. Inspect all gateway isolated low speed GMLAN splice packs for damage.

Testing the Serial Data Circuit for an Open/High Resistance

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
2. Disconnect the harness connectors at the gateway isolated low speed GMLAN device that is not communicating and closest to the K56 Serial Data Gateway Module.
3. Disconnect the harness connectors at the K56 Serial Data Gateway Module.
4. Test for less than 2 Ω in the gateway isolated low speed GMLAN serial data circuit (circuit number 1102) end to end between the non-communicating device and the K56 Serial Data Gateway Module.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
5. Test for less than 2 Ω in the primary low speed GMLAN serial data circuit (circuit number 5060) end to end between the K56 Serial Data Gateway Module and the X84 Data Link Connector terminal 1.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
6. Replace the non-communicating device that was disconnected.

Testing the Device Circuits

1. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the Gateway isolated low speed GMLAN device that is not communicating. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 Ω between each ground circuit terminal at the device that was just disconnected and ground.
 - **If 10 Ω or greater**
 1. Ignition/Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
 - **If the test lamp illuminates**
4. Ignition ON/Vehicle In Service Mode.
5. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which has a fuse in the circuit, and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
 - **If the test lamp illuminates**
6. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground.
 - **If the test lamp does not illuminate**
 1. Ignition/Vehicle OFF, remove the test lamp, disconnect the harness connectors at the control module that controls the ignition circuit.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the control module that controls the ignition circuit.

- **If the test lamp illuminates**

7. Ignition/Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft) away from vehicle. Disconnect the harness connectors at the K56 Serial Data Gateway Module. It may take up to 2 min for all vehicle systems to power down.
8. Test for less than 2 Ω in each of the gateway isolated low speed GMLAN serial data circuits end to end between the non communicating device and the K56 Serial Data Gateway Module.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

9. Test for less than 2 Ω in the primary low speed GMLAN serial data circuit (circuit number 5060) end to end between the K56 Serial Data Gateway Module and X84 Data Link Connector terminal 1.

- **If 2 Ω or greater**

Repair the open/high resistance in the low speed GMLAN serial data circuit.

- **If less than 2 Ω**

10. Replace the non communicating device that was disconnected.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Serial Data Circuit Wiring Repairs**
- **Control Module References** for device replacement, programming and setup

SCAN TOOL DOES NOT COMMUNICATE WITH HIGH SPEED GMLAN DEVICE

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
High Speed GMLAN Serial Data (+)	1	U0100 - U02FF*	1	-
High Speed GMLAN Serial Data (-)	1	U0100 - U02FF*	1	-
Ground (DLC, terminal 5)	-	1	-	-
* No communications with one or more high speed GMLAN devices. An open in only one high speed GMLAN serial data circuit may allow degraded communication between the devices. An open between the data link connector (DLC) and the first splice/device will only affect the communication with the scan tool. The devices will still communicate. 1. No communication with any high speed GMLAN device				

Circuit/System Description

The serial data is transmitted on two twisted wires that allow speeds up to 500 Kb/s. The twisted pair is terminated with two 120 Ω resistors, one is internal to the engine control module (ECM) and the other can be a separate resistor in a connector assembly or in another device. The resistors are used as the load for the High Speed GMLAN bus during normal vehicle operation. The high speed GMLAN is a differential bus. The high speed GMLAN serial data bus (+) and high speed GMLAN serial data (-) are driven to opposite extremes from a rest or idle level of approximately 2.5 V. Driving the lines to their extremes, adds 1 V to the high speed GMLAN serial data bus (+) circuit and subtracts 1 V from the high

speed GMLAN serial data bus (-) circuit. If serial data is lost, devices will set a no communication code against the non-communicating device. Note that a loss of serial data DTC does not represent a failure of the device that set it.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U-code present. However, there is no associated "current" or "active" status. Loss-of-communication U-codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis.
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss-of-communication U-code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between some devices and the scan tool with the high speed GMLAN serial data system inoperative. This condition is due to those devices using multiple serial data communication systems.
- An open in the DLC ground circuit terminal 5 will allow the scan tool to operate but not communicate with the vehicle.
- The engine will not start when there is a total malfunction of the high speed GMLAN serial data bus.
- Technicians may find various Local Area Network (LAN) communication Diagnostic Trouble Codes (DTC) and no low speed GMLAN communications with the scan tool.
- These conditions may be caused by the installation of an aftermarket navigation radio module (see bulletins). Some customers may comment of one or more of the following concerns:
 - Vehicle will not crank
 - Vehicle cranks but will not start
 - Vehicle stability enhancement system warning lights and messages
 - PRNDL gear indicator position errors

Reference Information

Schematic Reference

- [**Data Communication Schematics**](#)
- [**Control Module References**](#)

Connector End View Reference

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- [**Circuit Testing**](#)
- [**Connector Repairs**](#)

- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Vehicle in Service Mode.
2. Verify two or more devices are not communicating on the high speed GMLAN serial data circuit. Refer to [Data Link References](#) to determine how many devices should be communicating on the bus.
 - **If only one device is not communicating**
Refer to Circuit/System Testing - Testing the Device Circuits.
 - **If two or more devices are not communicating**
3. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. Disconnect the scan tool from the X84 data link connector. The following tests will be done at the X84 data link connector. It may take up to 2 minutes for all vehicle systems to power down.
4. Test for less than 10 Ω between the ground circuit terminal 5 and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
5. Vehicle in Service Mode.
6. Test for less than 4.5 V between the serial data circuits listed below and ground.
 - Terminal 6
 - Terminal 14
 - **If 4.5 V or greater**
Refer to Circuit/System Testing - Testing the Serial Data Circuits for a Short to Voltage.
 - **If less than 4.5 V**
7. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. It may take up to 2 minutes for all vehicle systems to power down.
8. Test for greater than 100 Ω between the serial data circuits listed below and ground.
 - Terminal 6
 - Terminal 14
 - **If 100 Ω or less**
Refer to Circuit/System Testing - Testing the Serial Data Circuits for a Short to Ground.
 - **If greater than 100 Ω**
9. Test for 50 - 70 Ω between the serial data circuit terminals 6 and 14.
 - **If less than 35 Ω**
Refer to Circuit/System Testing - Testing the Serial Data Circuits for a Short between the Circuits.
 - **If between 35 - 50 Ω**

There may be a third terminating resistor between the serial data circuits. This can happen if the incorrect device is installed. Some devices are available with and without the terminating resistors installed to reduce the need of terminating resistors in the wiring harness. Refer to Circuit/System Testing - Testing the Serial Data Circuits for a Short between the Circuits.

- **If greater than 70 Ω but less than infinite**

Refer to Circuit/System Testing - Testing the Serial Data Circuits for an Open/High Resistance.

- **If infinite resistance**

Repair the open/high resistance in the circuit between the X84 data link connector and the first splice/device in the serial data circuit.

- **If between 50 - 70 Ω**

10. Refer to Circuit/System Testing - Testing the Device Circuits.

Circuit/System Testing

NOTE: Some devices with an internal terminating resistor have a loop in the harness that connects the internal terminating resistor to the serial data circuit. When wired this way, test these loop circuits for the appropriate failure mode short to voltage, short to ground, or open/high resistance prior to replacing the device for each of the following tests.

Each device may need to be disconnected to isolate a circuit fault. Use the schematics and connector end views to identify the following:

- High speed GMLAN devices the vehicle is equipped with
- High speed GMLAN serial data circuit terminating resistors
- Device locations on the high speed GMLAN serial data circuits
- Each device's ground, B+, ignition, and high speed GMLAN serial data circuit terminals

Testing the Serial Data Circuits for a Short to Voltage

1. Vehicle OFF, disconnect the harness connectors with the high speed GMLAN serial data circuits at an easily accessible device, Vehicle in Service Mode.
2. Test for greater than 4.5 V between each serial data circuit at the device connector that was just disconnected and ground.

- **If each serial data circuit is 4.5 V or less**

1. Vehicle OFF.
2. Test for less than 10 Ω between each of the device's ground circuit terminals and ground.
 - If 10 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 10 Ω , replace the device that was disconnected.

- **If any serial data circuit is greater than 4.5 V**

3. Vehicle OFF, disconnect the harness connectors with the high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to voltage, Vehicle in Service Mode.
4. Test for greater than 4.5 V between each serial data circuit at the device connector that was just disconnected and ground.

- **If each serial data circuit is 4.5 V or less**

1. Vehicle OFF.
2. Test for less than 10 Ω between each of the device's ground circuit terminals and ground.
 - If 10 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 10 Ω , replace the device that was disconnected.

- **If any serial data circuit is greater than 4.5 V**

5. Repeat step 3 until one of the following conditions are isolated:

- A short to voltage on the serial data circuit between two devices or splice packs, if equipped.
- A short to voltage on the serial data circuit between a device and a terminating resistor.

Testing the Serial Data Circuits for a Short to Ground

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. It may take up to 2 minutes for all vehicle systems to power down.
2. Disconnect the harness connectors with the high speed GMLAN serial data circuits at an easily accessible device.
3. Test for greater than 100 Ω between each serial data circuit at the device connector that was just disconnected and ground.

- **If each serial data circuit is 100 Ω or greater**

Replace the device that was disconnected.

- **If any serial data circuit is less than 100 Ω**

4. Disconnect the harness connectors with the high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted to ground.
5. Test for greater than 100 Ω between each serial data circuit at the device connector that was just disconnected and ground.

- **If both serial data circuits are 100 Ω or greater**

Replace the device that was disconnected.

- **If any serial data circuit is less than 100 Ω**

6. Repeat step 4 until one of the following conditions are isolated:
 - A short to ground on the serial data circuit between two devices or splice packs, if equipped.
 - A short to ground on the serial data circuit between a device and a terminating resistor.
 - A short to ground on the serial data circuit between the X84 data link connector and the first device or splice pack.

Testing the Serial Data Circuits for a Short between the Circuits

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. It may take up to 2 minutes for all vehicle systems to power down.
2. Disconnect the harness connectors with the high speed GMLAN serial data circuits at an easily accessible device that is not communicating.
3. Test for greater than 110 Ω between each pair of serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuits is 110 Ω or greater**

Replace the device that was disconnected.

- **If any pair of serial data circuits is less than 110 Ω**

4. Connect the harness connectors at the device that was disconnected.
5. Disconnect the harness connectors with the high speed GMLAN serial data circuits at another device, in the direction of the circuit shorted together.
6. Test for greater than 110 Ω between each pair of serial data circuits at the device connector that was just disconnected.

- **If each pair of serial data circuits is 110 Ω or greater**

Replace the device that was disconnected.

- **If any pair of serial data circuits is less than 110 Ω**

7. Repeat step 4 until one of the following conditions are isolated:
 - Serial data circuits shorted together between two devices or splice packs, if equipped.
 - Serial data circuits shorted together between a device and a terminating resistor.
 - Serial data circuits shorted together between the X84 data link connector and the first device or splice pack.
 - A shorted terminating resistor.

Testing the Serial Data Circuits for an Open/High Resistance

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. It may take up to 2 minutes for all vehicle systems to power down.
2. Disconnect the harness connectors with the high speed GMLAN serial data circuits at an easily accessible device that is not communicating.
3. Test for less than 130 Ω between each pair of serial data circuits at the device connector that was just disconnected.
 - **If each pair of serial data circuits is 130 Ω or less**

Replace the device that was disconnected.
 - **If any pair of serial data circuits is greater than 130 Ω**
4. Connect the harness connectors at the device that was disconnected.
5. Disconnect the harness connectors with the high speed GMLAN serial data circuits at another device, in the direction of the circuit with the open/high resistance.
6. Test for less than 130 Ω between each pair of serial data circuits at the device connector that was just disconnected.
 - **If each pair of serial data circuits is 130 Ω or less**

Replace the device that was disconnected.
 - **If any pair of serial data circuits is greater than 130 Ω**
7. Repeat step 4 until one of the following conditions are isolated:
 - An open/high resistance on the serial data circuit between two devices or splice packs, if equipped.
 - An open/high resistance on the serial data circuit between a device and a terminating resistor.
 - An open/high resistance terminating resistor.

Testing the Device Circuits

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. It may take up to 2 minutes for all vehicle systems to power down.
2. Disconnect the harness connectors at an easily accessible device that is not communicating.
3. Test for less than 10 Ω between each ground circuit terminal and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
4. Vehicle in Service Mode
5. If equipped, verify a test lamp illuminates between each B+ circuit terminal and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.

- If less than 2 Ω , verify the fuse is not open and there is voltage at the fuse.
- **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
 - **If the test lamp illuminates**
- 6. Vehicle in Service Mode.
- 7. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which has a fuse in the circuit, and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Vehicle OFF.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the disconnected device.
 - **If the test lamp illuminates**
- 8. Vehicle in Service Mode
- 9. If equipped, verify a test lamp illuminates between each ignition circuit terminal, which is controlled by a control module, and ground.
 - **If the test lamp does not illuminate**
 1. Vehicle OFF, disconnect the harness connectors at the control module that controls the ignition circuit.
 2. Test for infinite resistance between the ignition circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the control module that controls the ignition circuit.
 - **If the test lamp illuminates**
- 10. Vehicle OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 meters (9.8 feet) away from vehicle. It may take up to 2 minutes for all vehicle systems to power down.
- 11. Test for less than 130 Ω between each pair of high speed GMLAN serial data circuits at the device connector that was just disconnected.
 - **If any pair of serial data circuits is greater than 130 Ω**

Repair the open/high resistance in the serial data circuits between the disconnected device and the circuit splice in the serial data circuits.
 - **If each pair of serial data circuits is 130 Ω or less**
- 12. Replace the device that was disconnected.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Low Speed GMLAN Serial Data	1	U0100-U02FF*	1	-
Ground (DLC, terminal 5)	-	1*	-	-
* An open between the Data Link Connector (DLC) and the first splice pack/device will only affect the communication with the scan tool. 1. No communication with any low speed GMLAN device				

Circuit/System Description

The serial data is transmitted over a single wire to the appropriate devices. The transmission speed for GMLAN low speed is up to 83.33 Kbit/s. Under normal vehicle operating conditions, the speed of the bus is 33.33 Kbit/s. The devices toggle the serial data circuit between 0 - 5 V during normal communications. To wake the devices connected to the low speed GMLAN serial data circuit, a voltage wake up pulse of 10 V is sent out. If serial data is lost, devices will set a no communication code against the non-communicating device. A loss of serial data communications DTC does not represent a failure of the device that set it.

Diagnostic Aids

- Sometimes, while diagnosing a specific customer concern or after a repair, you may notice a history U code present. However, there is no associated "current" or "active" status. Loss of communication U codes such as these can set for a variety of reasons. Many times, they are transparent to the vehicle operator and technician, and/or have no associated symptoms. Eventually, they will erase themselves automatically after a number of fault-free ignition cycles. This condition would most likely be attributed to one of these scenarios:
 - A device on the data communication circuit was disconnected while the communication circuit is awake.
 - Power to one or more devices was interrupted during diagnosis
 - A low battery condition was present, so some devices stop communicating when battery voltage drops below a certain threshold.
 - Battery power was restored to the vehicle and devices on the communication circuit did not all re-initialize at the same time.
 - If a loss of communication U code appears in history for no apparent reason, it is most likely associated with one of the scenarios above. These are all temporary conditions and should never be interpreted as an intermittent fault, causing you to replace a part.
- Do not replace a device reporting a U code. The U code identifies which device needs to be diagnosed for a communication issue.
- Communication may be available between the device and the scan tool with the low speed GMLAN serial data system inoperative. This condition is due to the device using both the high and low speed GMLAN systems.
- An open in the low speed GMLAN serial data circuit between the splice pack and a device will only affect that specific device. This type of failure will set a loss of communication DTC for each device affected, and the other devices will still communicate.
- An open in the Data Link Connector ground circuit terminal 5 will allow the scan tool to operate but not communicate with the vehicle.
- The engine may not start when there is a total malfunction of the low speed GMLAN serial data circuit.

- Technicians may find various Local Area Network (LAN) communication Diagnostic Trouble Codes (DTC) and no low speed LAN communications with the scan tool.
- These conditions may be caused by the installation of an aftermarket navigation radio device (see bulletins). Some customers may comment of one or more of the following concerns:
 - Vehicle will not crank
 - Vehicle cranks but will not start
 - Vehicle stability enhancement system warning lights and messages
 - PRNDL gear indicator position errors

Reference Information

Schematic Reference

- [Data Communication Schematics](#)
- [Control Module References](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

Description and Operation

[Data Link Communications Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

NOTE: Use the schematic to identify the following:

- **Devices the vehicle is equipped with**
- **Device and splice pack locations on the low speed GMLAN serial data circuit**
- **The low speed GMLAN serial data circuit terminals for each device or splice pack**

1. Attempt to communicate with all devices on the low speed GMLAN serial data circuit. Refer to [Data Link References](#).

2. Verify which devices are communicating on the low speed GMLAN serial data circuit.

- **If only one device is not communicating**

Diagnose that device only. Refer to [DTC U0100-U02FF](#).

- **If one or more devices are communicating but not all**

Refer to Circuit/System Testing - Testing the Serial Data Circuit for an Open/High Resistance.

- **If none of the devices are communicating**

3. Vehicle OFF, all access doors closed, all vehicle systems OFF, all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the scan tool from the X84 Data Link Connector. The following tests will be done at the X84 Data Link Connector.
4. Test for less than 10 Ω between the ground circuit terminal 5 and ground.
 - **If 10 Ω or greater**
 1. Vehicle OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
5. Vehicle in Service Mode.
6. Test for less than 4.5 V between the serial data circuit terminal 1 and ground.
 - **If 4.5 V or greater**

Refer to Circuit/System Testing - Testing the Serial Data Circuits for a Short to Voltage.
 - **If less than 4.5 V**
7. Vehicle OFF, all access doors closed, all vehicle systems OFF, all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down.
8. Test for greater than 100 Ω between the serial data circuit terminal 1 and ground.
 - **If 100 Ω or less**

Refer to Circuit/System Testing - Testing the Serial Data Circuits for a Short to Ground.
 - **If greater than 100 Ω**
9. Disconnect the appropriate harness connector at the first splice pack closest in the circuit to the X84 Data Link Connector.
10. Test for less than 2 Ω between the X84 Data Link Connector's serial data circuit terminal 1 and the splice pack harness connector's serial data input terminal.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
11. Replace the splice pack.

Circuit/System Testing

Testing the Serial Data Circuits for a Short to Voltage

1. Vehicle OFF, disconnect the appropriate harness connectors at all low speed GMLAN serial data splice packs, Vehicle in Service Mode.
2. Test for less than 4.5 V between the serial data circuit terminal 1 at the X84 Data Link Connector and ground.
 - **If 4.5 V or greater**

Repair the short to voltage on the serial data circuit.
 - **If less than 4.5 V**
3. Test for less than 4.5 V between each low speed GMLAN serial data circuit at a splice pack and ground.
 - **If any serial data circuit is greater than 4.5 V**
 1. Vehicle OFF, disconnect all devices on the failed serial data circuit, Vehicle in Service Mode.
 2. Test for less than 1 V between each section of the failed serial data circuit and ground.
 - If 1 V or greater, repair the short to voltage in the circuit.

- If less than 1 V
3. Vehicle OFF, connect the splice pack and connect the first device on the failed serial data circuit, Vehicle in Service Mode.
 4. Verify the scan tool communicates or not with the low speed GMLAN serial data circuit.
 - If the scan tool does not communicate, replace the device that was just connected.
 - If the scan tool communicates and there are more devices to connect, connect the next device and repeat step 3.4.
 - If the scan tool communicates and there are no more devices to connect
 5. All OK.
 - **If all serial data circuits are less than 4.5 V**
4. All OK.

Testing the Serial Data Circuits for a Short to Ground

1. Vehicle OFF, all access doors closed, all vehicle systems OFF, all keys at least 3 m (9.8 ft) away from vehicle. It may take up to 2 min for all vehicle systems to power down. Disconnect the appropriate harness connectors at all low speed GMLAN serial data splice packs.
 2. Test for infinite resistance between the serial data circuit terminal 1 at the X84 Data Link Connector and ground.
 - **If less than infinite resistance**

Repair the short to ground on the serial data circuit.
 - **If infinite resistance**
 3. Test for greater than 100 Ω between each low speed GMLAN serial data circuit at a splice pack and ground.
 - **If any serial data circuit is 100 Ω or less**
 1. Disconnect all devices on the failed serial data circuit.
 2. Test for infinite resistance between each section of the failed serial data circuit and ground.
 - If less than infinite resistance, repair the short to ground in the circuit.
 - If infinite resistance
 3. Connect the splice pack and connect the first device on the failed serial data circuit, Vehicle in Service Mode.
 4. Verify the scan tool communicates or not with the low speed GMLAN serial data circuit.
 - If the scan tool does not communicate, replace the device that was just connected.
 - If the scan tool communicates and there are more devices to connect, connect the next device and repeat step 3.4.
 - If the scan tool communicates and there are no more devices to connect
 5. All OK.
 - **If all serial data circuits are greater than 100 Ω**
4. All OK.

Testing the Serial Data Circuit for an Open/High Resistance

1. Vehicle OFF and all vehicle systems OFF, disconnect the splice pack containing the devices that are not communicating on the low speed GMLAN serial data circuit.
2. Test for less than 2 Ω between the X84 Data Link Connector terminal 1 and the disconnected splice pack.
 - **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.
 - **If less than 2 Ω**
3. Disconnect all devices on the failed serial data circuit.
4. Test for less than 2 Ω between each section of the failed serial data circuit end to end.

- **If 2 Ω or greater**

Repair the open/high resistance in the serial data circuit.

- **If less than 2 Ω**

5. Connect the splice pack and connect the first device on the failed serial data circuit, Vehicle in Service Mode.

6. Verify if the device communicates or not with the scan tool.

- **If the device does not communicates**

Replace the device.

- **If the device communicates and there are more devices to connect**

Connect the next device on the failed serial data circuit and repeat step 6.

- **If all devices are connected and communicating**

7. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Serial Data Circuit Wiring Repairs](#)
- [Control Module References](#) for device replacement, programming and setup

DATA LINK REFERENCES

This table identifies which serial data link that a particular module uses for in-vehicle data transmission. Some modules may use more than one data link to communicate. Some modules may have multiple communication circuits passing through them without actively communicating on that data link. This table is used to assist in correcting a communication malfunction. For the description and operation of these serial data communication circuits refer to [Data Link Communications Description and Operation](#).

Code	Device	Data Link Type	Diagnostic Procedure
Schematic Reference: Data Communication Schematics			
A11	Radio	• Gateway Isolated Low Speed GMLAN • Ethernet Bus	• DTC U007D • DTC U18AF-U18B4
A26	HVAC Controls	Local Interconnect Network (LIN)	DTC U1500-U15FF
B174W	Frontview Camera - Windshield	• High Speed GMLAN • Low Speed GMLAN	• Scan Tool Does Not Communicate with High Speed GMLAN Device • Scan Tool Does Not Communicate with Low Speed GMLAN Device
B200	Rain Sensor Module	Local Interconnect Network (LIN)	DTC U1500-U15FF
B218L	Side Object Sensor Module - Left	Low Speed GMLAN	Scan Tool Does Not Communicate with Low Speed GMLAN Device

Code	Device	Data Link Type	Diagnostic Procedure
Schematic Reference: Data Communication Schematics			
B305	Ambient Light/Sunload Sensor and Battery State Of Charge Indicator	Local Interconnect Network (LIN)	DTC U1500-U15FF
G1	A/C Compressor	High Speed GMLAN	Scan Tool Does Not Communicate with High Speed GMLAN Device
K9	Body Control Module	- High Speed GMLAN - Low Speed GMLAN - Local Interconnect Network (LIN)	Scan Tool Does Not Communicate with High Speed GMLAN Device Scan Tool Does Not Communicate with Low Speed GMLAN Device DTC U1500-U15FF
K10	Coolant Heater Control Module	Local Interconnect Network (LIN)	DTC U1500-U15FF
K16	Battery Energy Control Module	- High Speed GMLAN - High Voltage Management Expansion Bus - BECM Dedicated Bus	Scan Tool Does Not Communicate with High Speed GMLAN Device DTC U007A DTC U2401
K17	Electronic Brake Control Module	- High Speed GMLAN - Chassis Expansion Bus	Scan Tool Does Not Communicate with High Speed GMLAN Device DTC U0077
K20	Engine Control Module	- High Speed GMLAN - Powertrain Expansion Bus - Local Interconnect Network (LIN)	Scan Tool Does Not Communicate with High Speed GMLAN Device DTC U0074 DTC U1500-U15FF
K29F	Seat Heating Control Module - Front	Local Interconnect Network (LIN)	DTC U1500-U15FF
K29R	Seat Heating Control Module - Rear	Local Interconnect Network (LIN)	DTC U1500-U15FF
K33	HVAC Control Module	- Low Speed GMLAN - Local Interconnect Network (LIN)	Scan Tool Does Not Communicate with Low Speed GMLAN Device DTC U1500-U15FF

Code	Device	Data Link Type	Diagnostic Procedure
Schematic Reference: Data Communication Schematics			
K36	Inflatable Restraint Sensing and Diagnostic Module	• Low Speed GMLAN • Chassis Expansion Bus	• Scan Tool Does Not Communicate with Low Speed GMLAN Device • DTC U0077
K38	Chassis Control Module	• High Speed GMLAN • Chassis Expansion Bus • Local Interconnect Network (LIN)	• Scan Tool Does Not Communicate with High Speed GMLAN Device • DTC U0077 • DTC U1500-U15FF
K43	Power Steering Control Module	• High Speed GMLAN • Chassis Expansion Bus	• Scan Tool Does Not Communicate with High Speed GMLAN Device • DTC U0077
K56	Serial Data Gateway Module	• High Speed GMLAN • Gateway Isolated High Speed GMLAN • Low Speed GMLAN • Gateway Isolated Low Speed GMLAN	• Scan Tool Does Not Communicate with High Speed GMLAN Device • DTC U007C • Scan Tool Does Not Communicate with Low Speed GMLAN Device • DTC U007D
K60	Steering Column Lock Module	Low Speed GMLAN	Scan Tool Does Not Communicate with Low Speed GMLAN Device
K73	Telematics Communication Interface Control Module	• Gateway Isolated High Speed GMLAN • Gateway Isolated Low Speed GMLAN	• DTC U007C • DTC U007D
K84	Keyless Entry Control Module	Low Speed GMLAN	Scan Tool Does Not Communicate with Low Speed GMLAN Device
K85	Passenger Presence Module	Low Speed GMLAN	Scan Tool Does Not Communicate with Low Speed GMLAN Device
K101	Trailer Interface Control Module	Low Speed GMLAN	Scan Tool Does Not Communicate with Low Speed GMLAN Device

Code	Device	Data Link Type	Diagnostic Procedure
Schematic Reference: Data Communication Schematics			
K114A / T6	Hybrid/EV Powertrain Control Module 1 / Power Inverter Module	- High Speed GMLAN - Chassis Expansion Bus - Powertrain Expansion Bus	Scan Tool Does Not Communicate with High Speed GMLAN Device DTC U0077 DTC U0074
K114B	Hybrid/EV Powertrain Control Module 2	- Low Speed GMLAN - High Speed GMLAN - Powertrain Expansion Bus - High Voltage Management Expansion Bus	Scan Tool Does Not Communicate with Low Speed GMLAN Device Scan Tool Does Not Communicate with High Speed GMLAN Device DTC U0074 DTC U007A
K132	Pedestrian Alert Sound Control Module	High Speed GMLAN	Scan Tool Does Not Communicate with High Speed GMLAN Device
K157	Video Processing Control Module	Gateway Isolated Low Speed GMLAN	DTC U007D
K173	Transmission Range Control Module	- High Speed GMLAN - Chassis Expansion Bus - Local Interconnect Network (LIN)	Scan Tool Does Not Communicate with High Speed GMLAN Device DTC U0077 DTC U1500-U15FF
K177	Brake Booster Control Module	- High Speed GMLAN - Chassis Expansion Bus	Scan Tool Does Not Communicate with High Speed GMLAN Device DTC U0077
K182	Parking Assist Control Module	- Low Speed GMLAN - Chassis Expansion Bus	Scan Tool Does Not Communicate with Low Speed GMLAN Device DTC U0077
K183	Short Range Remote Control Transceiver	Local Interconnect Network (LIN)	DTC U1500-U15FF
K190	Power Line Communication Module	- High Speed GMLAN - High Voltage Management Expansion Bus	Scan Tool Does Not Communicate with High Speed GMLAN Device DTC U007A

Code	Device	Data Link Type	Diagnostic Procedure
Schematic Reference: Data Communication Schematics			
M74D	Window Motor - Driver	Local Interconnect Network (LIN)	DTC U1500-U15FF
M75L	Windshield Wiper Motor Module - Left	Local Interconnect Network (LIN)	DTC U1500-U15FF
M96	Active Grille Air Shutter Actuator	Local Interconnect Network (LIN)	DTC U1500-U15FF
P2	Transmission Shift Lever Position Indicator	Local Interconnect Network (LIN)	DTC U1500-U15FF
P16	Instrument Cluster	- Gateway Isolated Low Speed GMLAN - Ethernet Bus - Local Interconnect Network (LIN)	DTC U007D DTC U18AF-U18B4 DTC U1500-U15FF
P17	Info Display Module	Local Interconnect Network (LIN)	DTC U1500-U15FF
S70R	Steering Wheel Controls Switch - Right	Local Interconnect Network (LIN)	DTC U1500-U15FF
S79LR	Window Switch - Left Rear	Local Interconnect Network (LIN)	DTC U1500-U15FF
S79P	Window Switch - Passenger	Local Interconnect Network (LIN)	DTC U1500-U15FF
S79RR	Window Switch - Right Rear	Local Interconnect Network (LIN)	DTC U1500-U15FF
S146	Window/Outside Rearview Mirror Switch - Driver	Local Interconnect Network (LIN)	DTC U1500-U15FF

2017 ACCESSORIES & EQUIPMENT

Data Communications - Repair Instructions - Bolt EV

REPAIR INSTRUCTIONS

BODY CONTROL MODULE REPLACEMENT

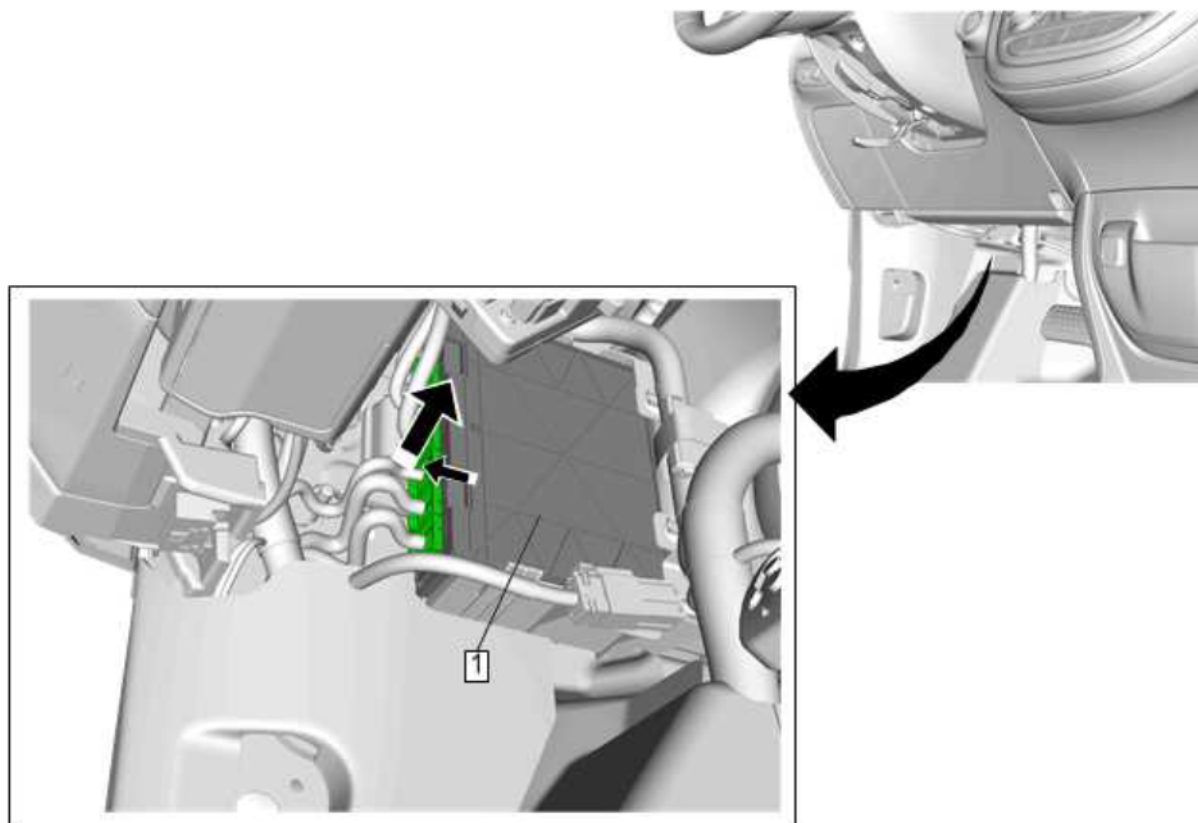


Fig. 1: Body Control Module

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Body Control Module Procedure 1. While pushing the retaining tab, slightly slide the module rearward. 2. Push the (Qty: 2) retaining tabs and pull the module out from its bracket. 3. Disconnect the electrical connectors. 4. Refer to Control Module References for programming and set up information, if required.

BODY CONTROL MODULE BRACKET REPLACEMENT

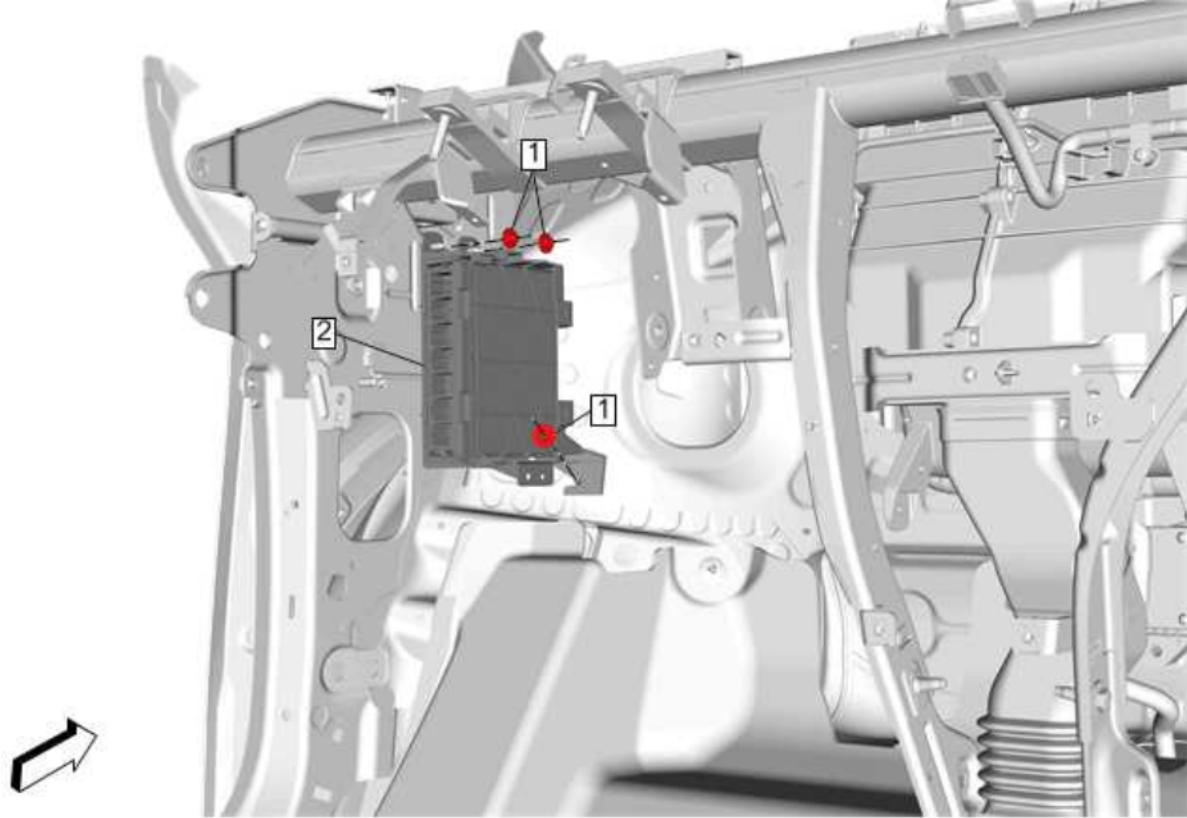


Fig. 2: Body Control Module Bracket
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedures 1. Disconnect the battery negative cable. Battery Negative Cable Disconnection and Connection 2. Steering Column Replacement	
1	Body Control Module Bracket Nut CAUTION: Refer to Fastener Caution . Tighten 9 N.m (80 lb in)
2	Body Control Module Bracket Procedure 1. Unclip the body harness from the bracket. 2. Transfer components as necessary. 3. Connect the battery negative cable. Battery Negative Cable Disconnection and Connection

HYBRID POWERTRAIN CONTROL MODULE 2 REPLACEMENT

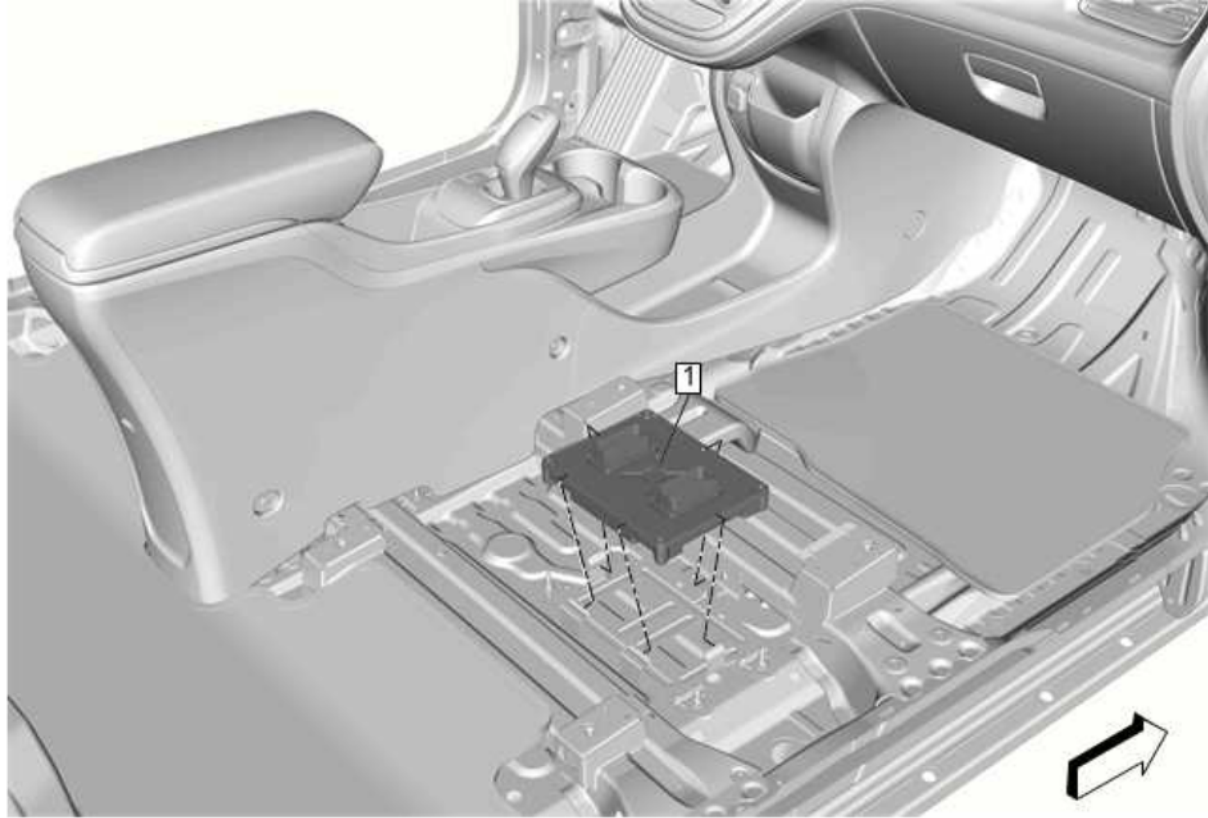


Fig. 3: Hybrid Powertrain Control Module 2
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedures WARNING: Refer to Battery Disconnect Warning . 1. Disconnect the battery negative cable. 2. Move the passenger seat fully backward. 3. Raise the seat fully upward.	
1	Hybrid Powertrain Control Module 2 Procedure 1. To access the module, open up the floor carpet along the cut line. 2. Disconnect the electrical connectors. 3. Release tabs on bracket to remove module. 4. For programming and set up, refer to Control Module References . 5. Fully charge the Hybrid Battery following all programming.

SERIAL DATA GATEWAY MODULE REPLACEMENT

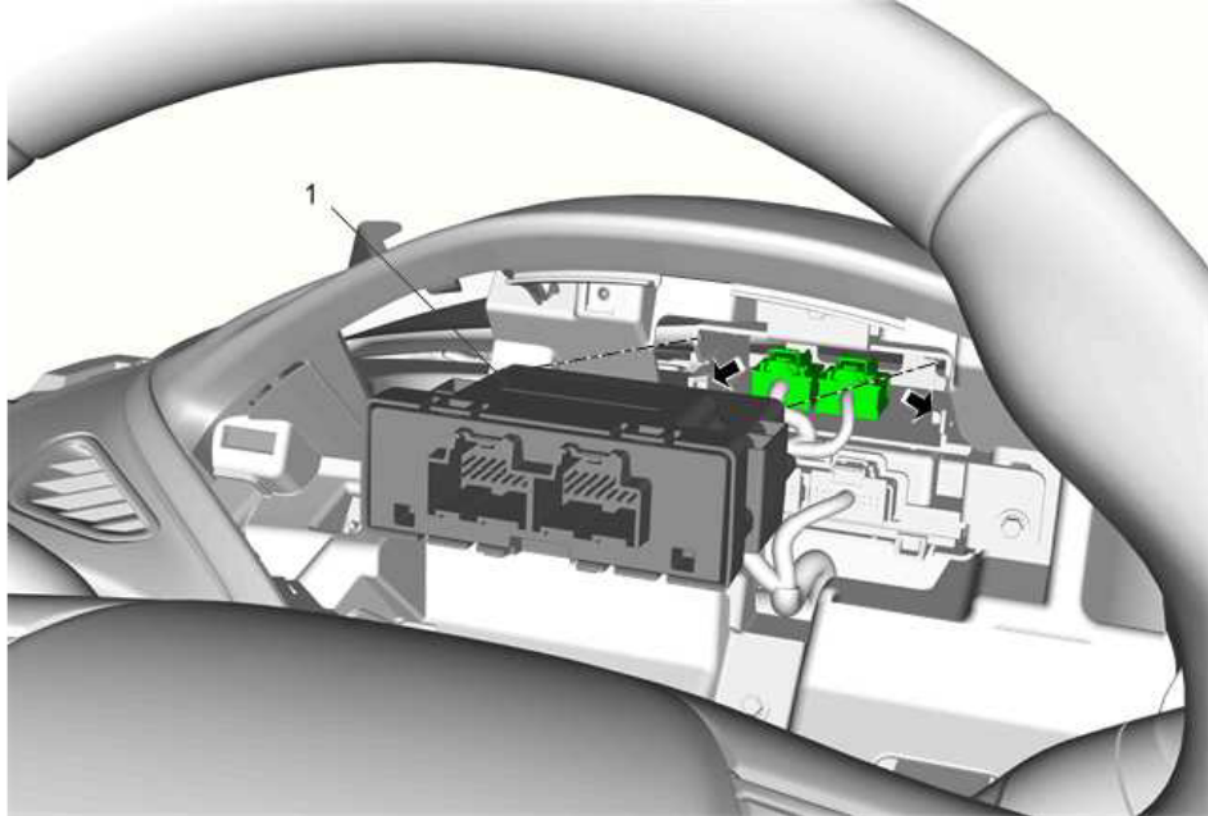


Fig. 4: Serial Data Gateway Module
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedure <u>Instrument Cluster Replacement</u>	
1	Serial Data Gateway Module Procedure 1. Disconnect the electrical connectors. 2. Release the retaining tab. 3. Perform the necessary programming and setup procedure: <u>Control Module References</u>

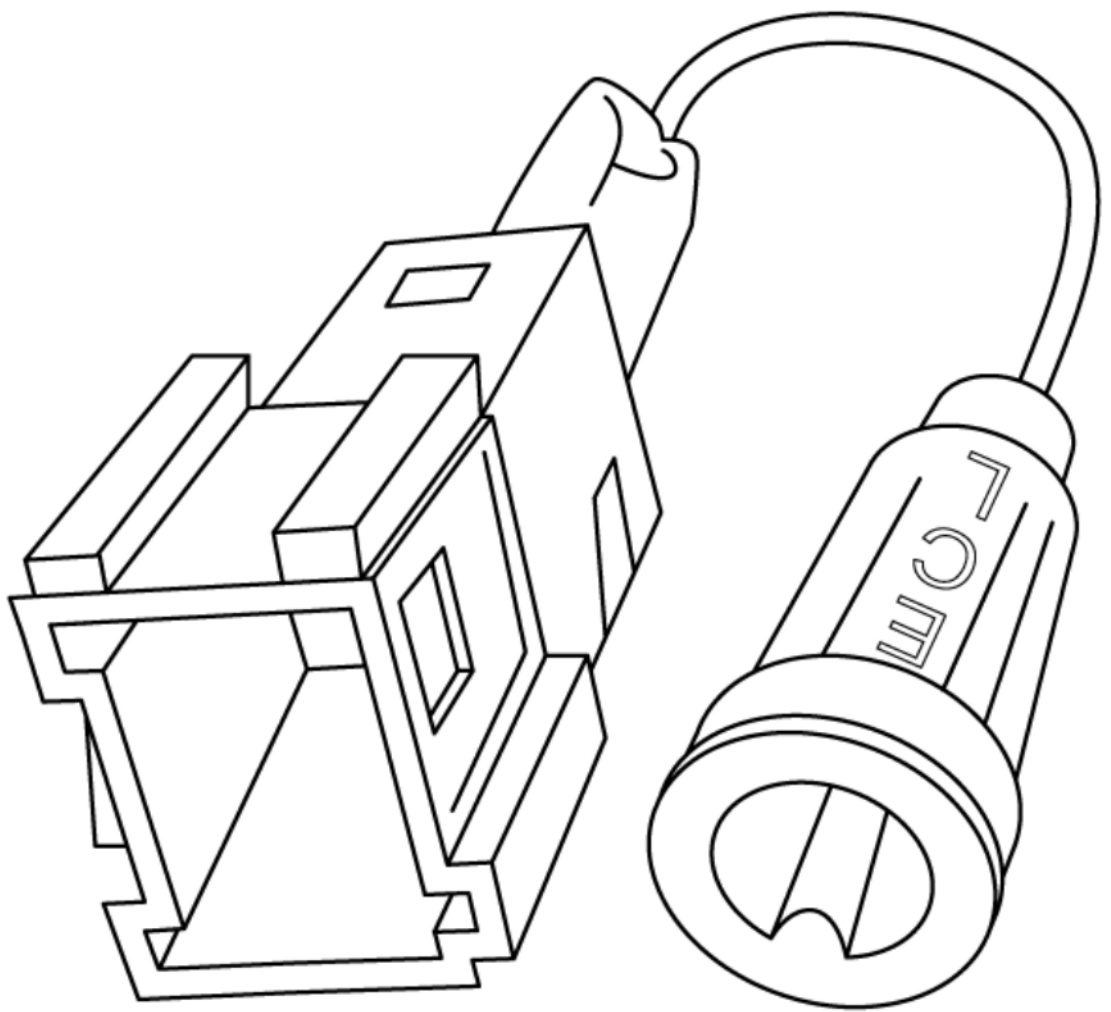
2017 ACCESSORIES & EQUIPMENT

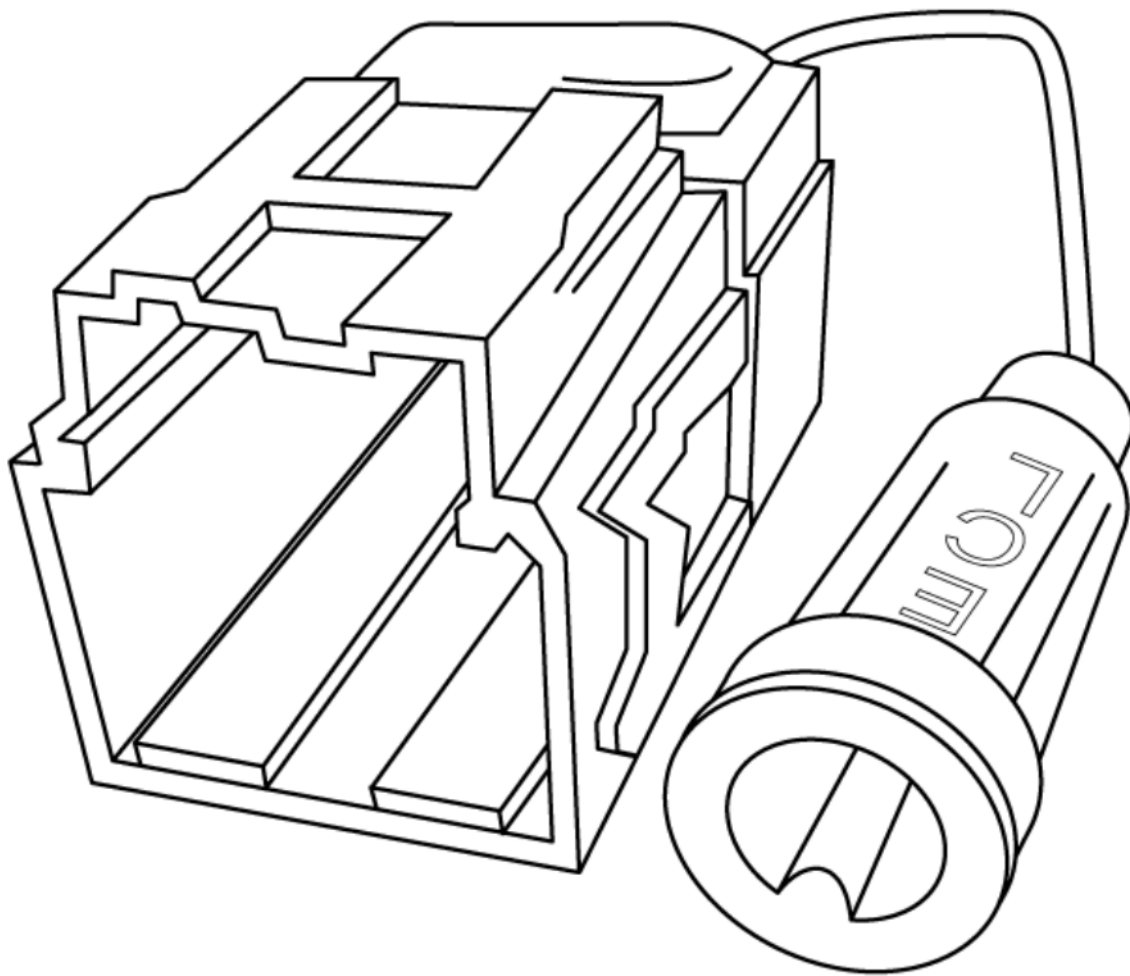
Data Communications - Special Tools and Equipment - Special Tools - Bolt EV

SPECIAL TOOLS AND EQUIPMENT

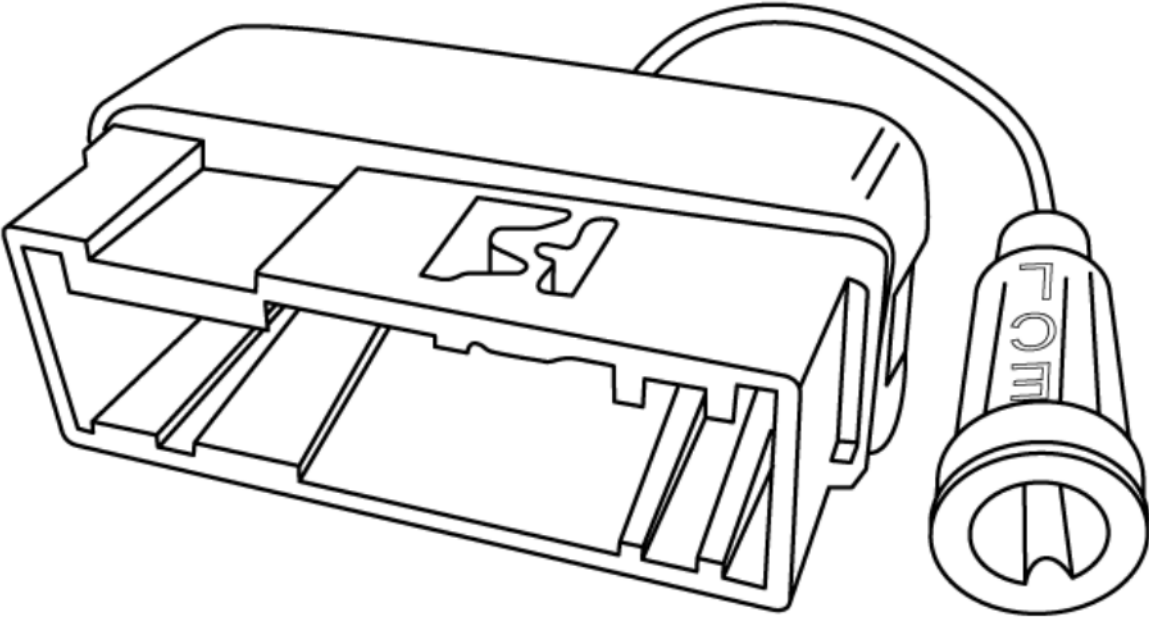
SPECIAL TOOLS

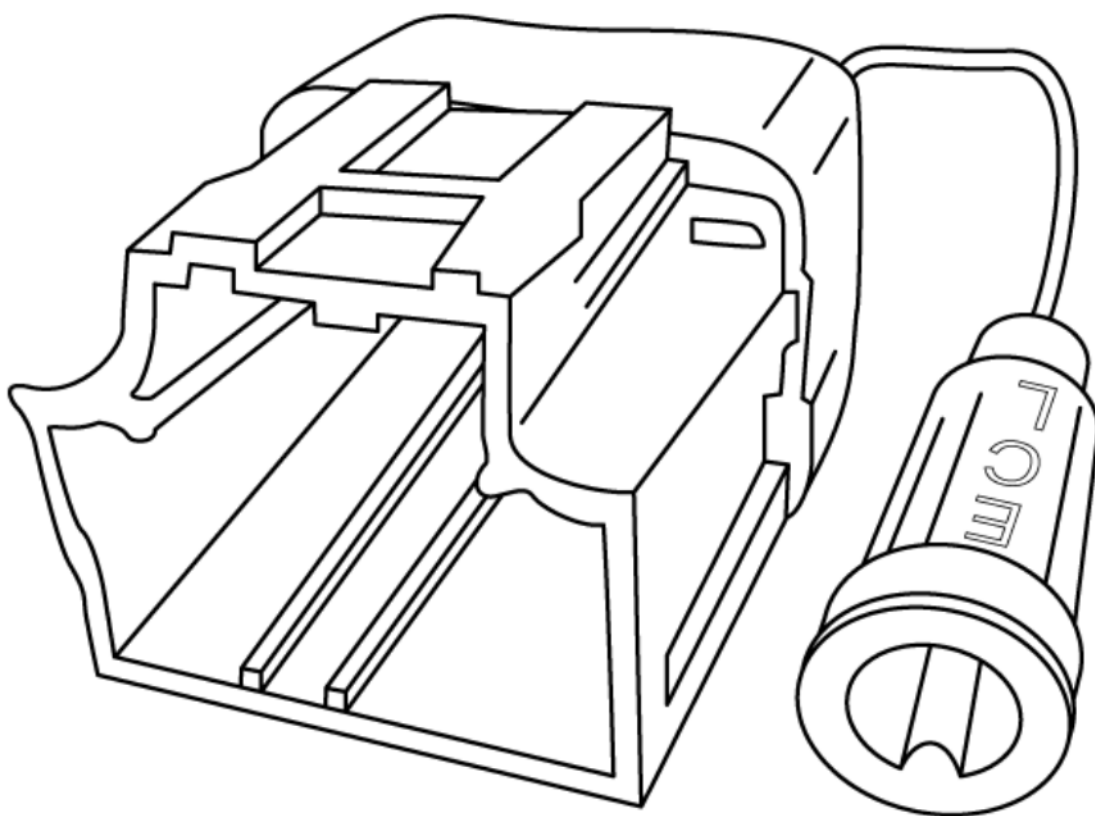
Illustration	Tool Number/Description
	EL - 51578 MOST Bus Diagnostic Tool Kit

Illustration	Tool Number/Description
 A line drawing of an 8-pin connector and a probe. The connector is a rectangular block with eight pins extending from one side. A cable is attached to the top of the connector. The probe is a cylindrical tool with a circular tip and a handle. The handle has the text 'LCM' printed on it.	EL - 51578 - 1 8 - Pin Black Connector Touch Pad



EL - 51578 - 2
12 - Pin Gray Header
HMI Control

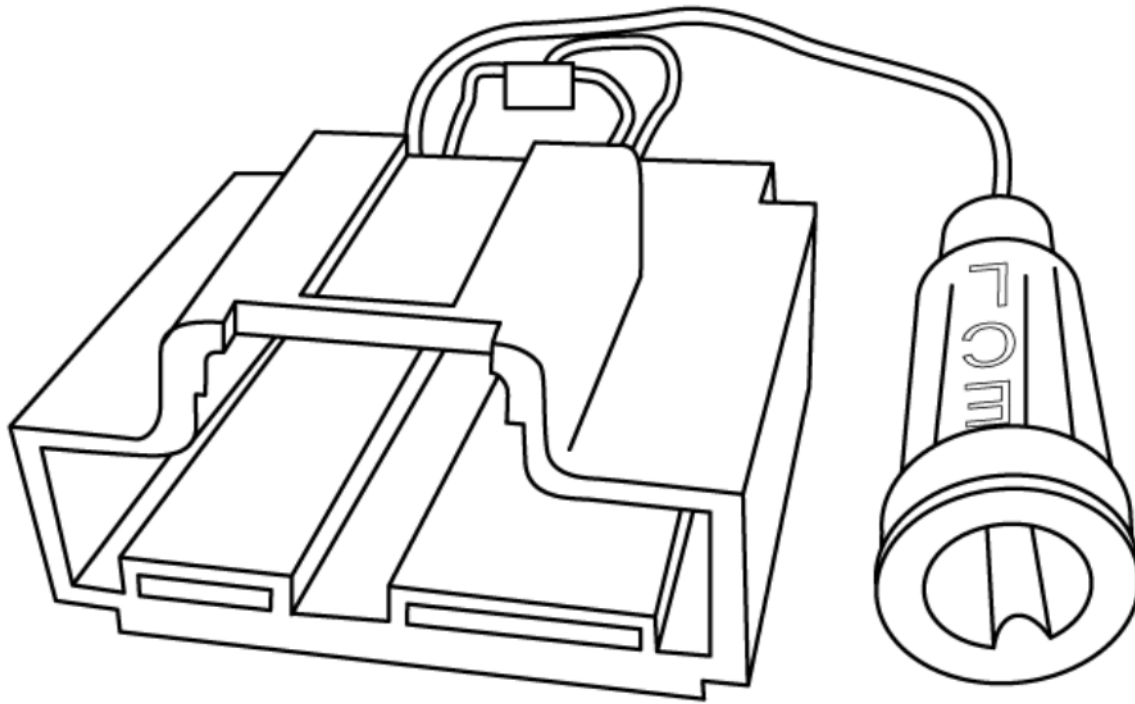
Illustration	Tool Number/Description
	EL - 51578 - 3 32 - Pin Gray Header IPC



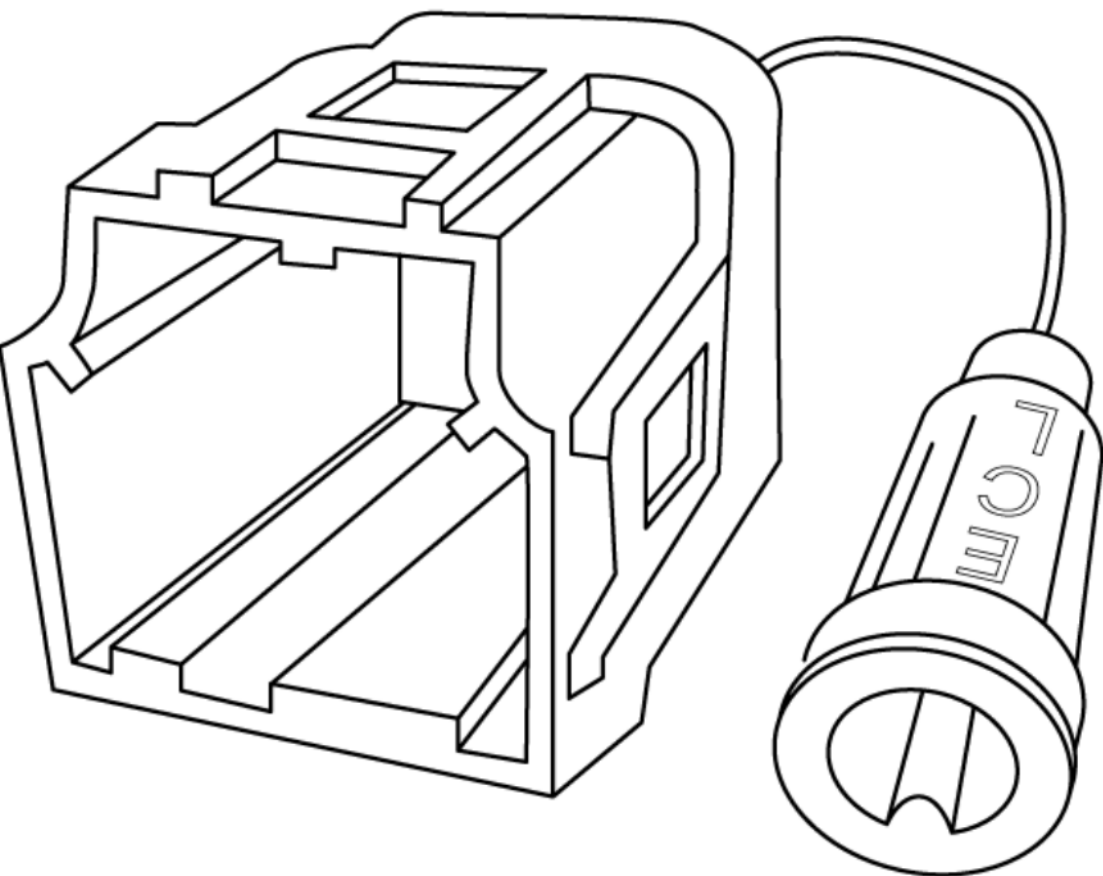
EL - 51578 - 4
16 - Pin Brown
Header AMP

Illustration

Tool
Number/Description



EL - 51578 - 5
10 - Pin Black
Connector CD

Illustration	Tool Number/Description
	EL - 51578 - 6 12 - Pin Black Header DVD

2017 ACCESSORIES AND EQUIPMENT

Data Communications - Specifications - Fastener Specifications - Bolt EV

SPECIFICATIONS

FASTENER SPECIFICATIONS

Reusable Threaded Fastener Tightening Specifications

Application	Specification
	Metric (English)
NOTE: <i>All fasteners listed in this table can be reused after removal.</i>	
Body Control Module Bracket Nut	9 N.m (80 lb in)
