



Service Bulletin

PRELIMINARY INFORMATION

Subject: Fuel Odor - Fuel Leak At High Pressure Pump To High Pressure Fuel Lines - Fuel Leak Found At the Bottom Of The Flywheel Housing

Models: 2010 - 2015 Chevrolet Express
2010 - 2015 GMC Savana
2011 - 2015 Chevrolet Silverado
2011 - 2015 GMC Sierra
Equipped with the 6.6L Duramax Diesel RPO codes LGH or LML

This PI was superseded to update Model Years and Recommendation/Instructions field. Please discard PIP4942A.

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

Condition/Concern

In rare instances a dealer may encounter a customer concern of fuel leak or fuel odor. The fuel leak may be found at the bottom of the flywheel housing. During inspection, a technician may find fuel leaks at the high pressure pump to high pressure line fitting connections, or at the high pressure line fitting to the fuel rail connection, on the passenger side (right).

There are two high pressure lines from the high pressure pump to the right fuel rail.

Recommendation/Instructions

Complete the current SI diagnostic for any DTCs or symptoms found.

If fuel leaks are found at the high pressure pump to fuel rail line fitting connections, do not replace the high pressure pump. Leaks at the high pressure line fittings are almost always caused by misaligned lines and/or low torque of the line nuts.

If leaks are found at the high pressure line fittings, both lines should be replaced. The routing of the fuel lines requires both lines to be loosened in order to replace either one. It is therefore recommended to replace both fuel lines at the same time.

While the high pressure fuel lines are removed, verify there are no leaks at the fuel feed pipe to indirect (HCI) injector banjo bolt. Ensure the bolt is secure and properly torqued to 10 Nm (89 lb in).

Care must be taken not to scratch the high pressure line sealing surfaces when fitting the lines to the pump or rail. A scratch in the sealing surfaces may result in a fuel leak

Proper alignment and torque of the lines and fittings is critical. It is recommended to secure the line fittings to the high pressure pump and rail with the plastic lin isolators left loose. Once the lines are properly aligned and the fittings are torqued, the isolator fastener can be tightened.

Refer to the current SI repair procedure for "Fuel High Pressure Pipe Replacement - Pump to Rail".

Note: Follow all current SI repair procedures and torque specifications.

For reference, the torque specification for the line fittings at the pump are 38 Nm (28 lb ft)

For reference, the torque specification for the line fittings at the fuel rail are 38 Nm (28 lb ft)

Evaluate the fuel leak after the lines have been replaced.

Parts Information

Part Number	Description	Qty
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12633623	PIPE, FUEL HIGH PRESS (LEFT SIDE OF PUMP TO RAIL)	1
12634549	PIPE, FUEL HIGH PRESS (RIGHT SIDE OF PUMP TO RAIL)	1

Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
4022150	Fuel High Pressure Pipe Replacement - Pump to Rail	Use Published Labor Operation Time

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

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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