



Service Bulletin

PRELIMINARY INFORMATION

Subject: Instrument Panel Cluster (IPC) Warning Lamps And/Or MIL Are Illuminated Diesel Exhaust Fluid (DEF) Message Displayed Various DTCs Set (Inspect Wiring Harnesses for Chafing)

Models: 2015 Chevrolet Silverado
2015 GMC Sierra
Equipped with 6.6L Duramax™ Diesel Engine RPO LML

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

Condition/Concern

Some customers may comment on any of the following conditions:

A driver information center (DIC) message is displayed.

Instrument panel cluster (IPC) warning lamps are illuminated.

Erratic or fluctuating engine oil pressure gauge.

One or more diesel exhaust fluid (DEF) warning messages are displayed.

The malfunction indicator lamp (MIL) is illuminated.

The engine may crank but not start.

The engine may run rough or misfire.

The technician may observe on a scan tool one or more of the following DTCs set as Current or in History:

DTC P0047 - Turbocharger Boost Control Solenoid Control Circuit Low Voltage

DTC P0182 - Fuel Temperature Sensor Circuit Low Voltage

DTC P0193 - Fuel Rail Pressure Sensor Circuit High Voltage

DTC P0340 - Camshaft Position Sensor Circuit

DTC P0532 - Air Conditioning (A/C) Refrigerant Pressure Sensor Circuit Low Voltage

DTC P0606 - Control Module Processor Performance

DTC P0641 - 5 V Reference 1 Circuit

DTC P2146 - Injector High Control Circuit Group 1

DTC P2155 - Injector High Control Circuit Group 4

DTC P2453 - Diesel Particulate Filter (DPF) Differential Pressure Sensor Performance.

DTC P2598 - Turbocharger Boost Control Position Performance – Low Position

Recommendation/Instructions

If any of the symptoms or DTCs described above are found during diagnosis, complete the current SI diagnostic for any symptoms or DTCs found

Note: This engine wiring harness contains fuel injector circuits. The fuel injector high voltage supply circuit and the high voltage control circuit are both controlled by the ECM. The ECM energizes each fuel injector by grounding the control circuit and supplying each fuel injector with up to 250 V and 20 amps on the voltage supply circuit to activate the Piezo type fuel injectors.

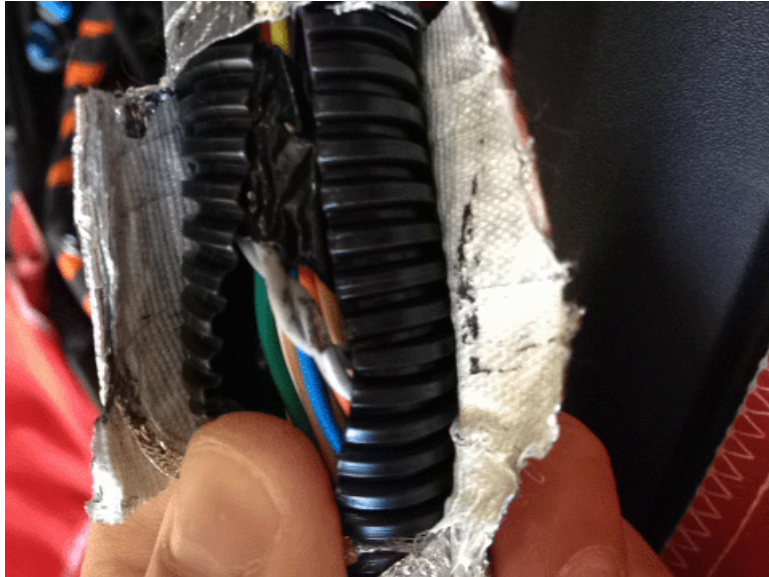
Danger: In order to reduce the risk of personal injury, loss of high voltage isolation to ground and higher system impedance, do not attempt to repair any HV wiring, connector, or terminal that is damaged. High voltage coaxial type cables are not repairable. Never attempt to repair a coaxial

type cable. The entire cable/harness or component must be replaced. In order to maintain system integrity and personal safety, never attempt to repair any high voltage wiring, cables, or terminals. Performing this procedure on high voltage circuits may result in serious injury or death.

Danger: Before working on any high voltage fuel injection system, be aware of the following procedures

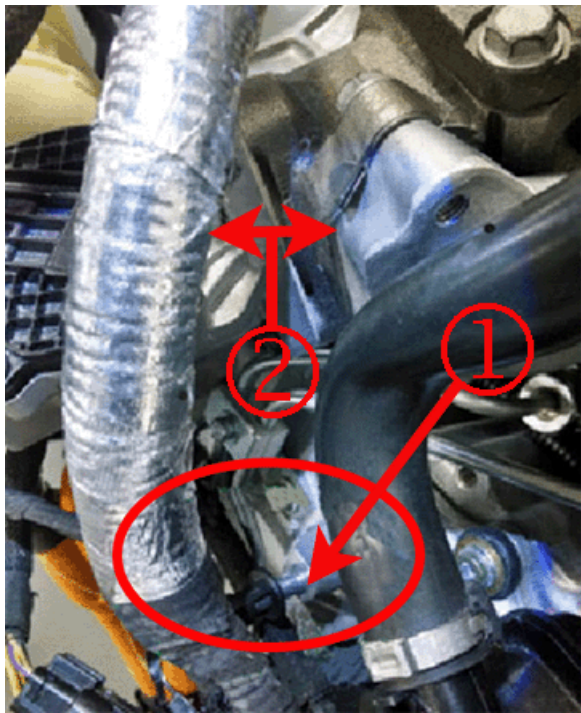
- Do not make contact with the fuel injection harness, engine control module (ECM), or fuel injectors while the ignition is ON or RUN positions.
- Wait 5 minutes after key OFF to allow the electronic control module (ECM) to discharge before attempting to disconnect or test engine control components
- Do not use the electronic control module (ECM) case as a ground while jump starting
- Failure to follow the procedure exactly as written may result in serious injury or death.

If the diagnosis does not lead to a resolution or if the symptoms or DTCs are intermittent and cannot be duplicated, check for chafing of the engine wiring harness that is routed near the EGR Valve. The wiring harness has been found chafed on a tab of the EGR Valve metal gasket.

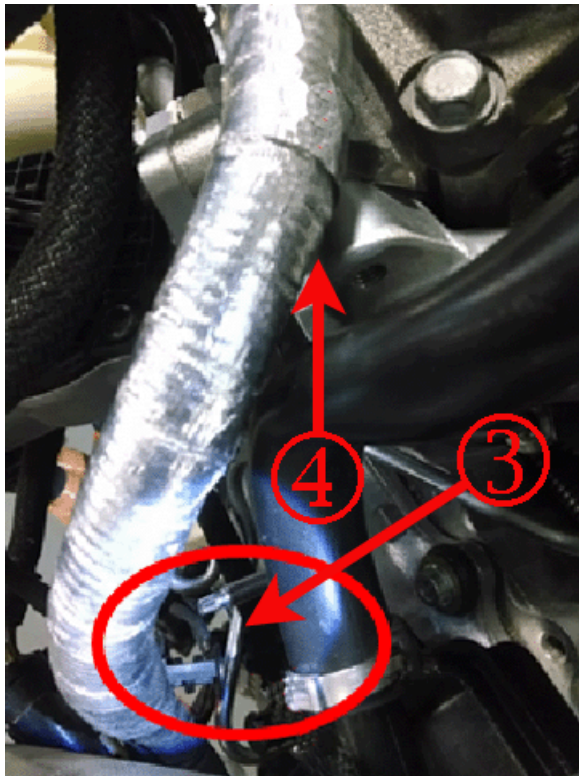


Repair or replace the wiring harness if it is found chafed on the tab of the EGR Valve metal gasket.

It is critical that the wiring harness retainer is fully seated onto the stud on the driver's side rocker cover. This retainer is tied to the harness and is located underneath the charged air cooler (CAC) inlet pipe near the #4 fuel injector. Proper routing and securing of the harness ensures there is clearance between the harness and the EGR valve.



1. Wiring harness retainer fully seated onto the stud on the driver's side rocker cover.
2. Proper clearance between the harness and the EGR valve



3. Wiring harness retainer NOT fully seated onto the stud on the driver's side rocker cover.
4. IMPROPER clearance between the harness and the EGR valve.

Bend the tab of the EGR gasket over to prevent a re-occurrence.

Parts Information

Part Number	Description	Qty
12660889	Harness	1

Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
5430940	Harness Replacement	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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