Service Bulletin

File in Section: -
Bulletin No.: PIP5133C
Date: November, 2014

PRELIMINARY INFORMATION

Subject: **6.6L Duramax Fuel Injection Pump Part Restriction**

Models: **2010 through 2015 Chevrolet Express, Silverado**
2010 through 2015 GMC Savana, Sierra
Equipped with the 6.6L Duramax Diesel Engine RPO codes LGH and

This PI was superseded to update Recommendation/Instructions. Please discard PIP5133B.

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

Condition/Concern

As part of our ongoing quality improvement efforts the 2010 through 2015 6.6L Duramax Diesel Engine Fuel Injection Pump Part numbers 12645102, 12658095 and 12661059 will be placed on a parts restriction through the Product Quality Center (PQC). This parts restriction will assist Engineering with product feedback.

Recommendation/Instructions

If you require a 2010 through 2015 6.6L Duramax Diesel Engine Fuel Injection Pump Part Number 12645102, 2658095 or 12661059 (LGH or LML RPO code), please be prepared to provide the required answers to all the diagnostic questionnaire before you contact the PQC at 1-866-654-7654.

Technician’s name and contact phone number:

Are you requesting the Fuel Injection Pump for metal debris found per the latest version of PIP4949?

If YES, complete the following:

What is the customer's concern?

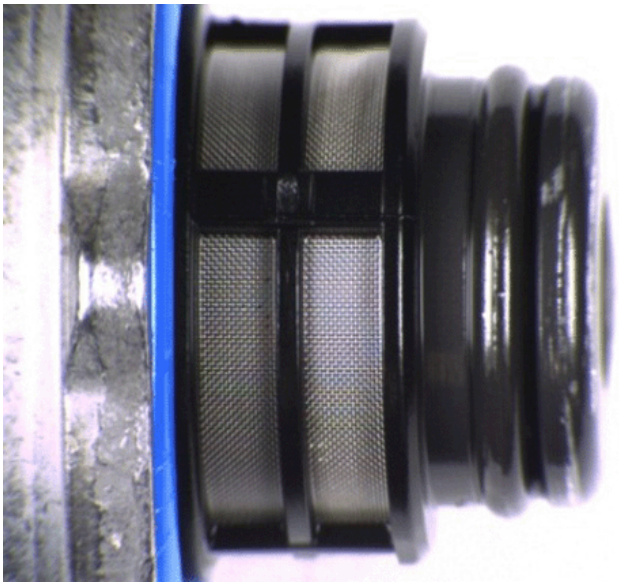
List any dtcs that are set.

What Service Information diagnosis was performed that lead to fuel injection pump replacement?

Compare the debris found on Fuel Pressure Regulator 1 with the pictures in Group A, B and C

Group A:

Clean Fuel Pressure Regulator 1 (View A)



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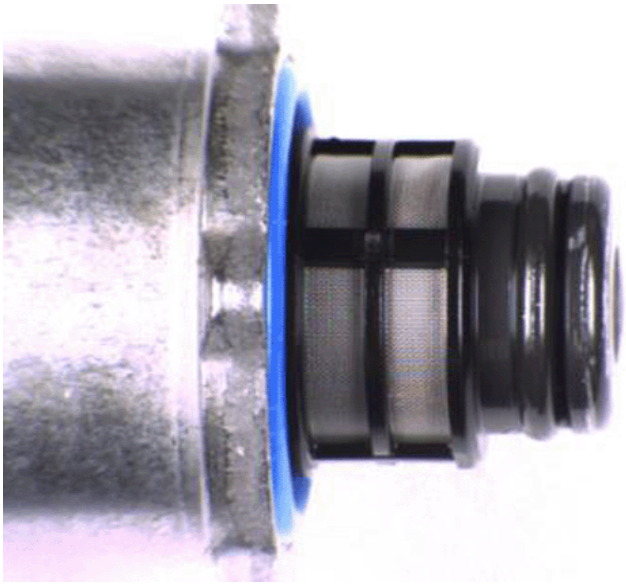
Clean Fuel Pressure Regulator 1 (View B)



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If the debris on the Fuel Pressure Regulator compares closest with Group A; more diagnosis is needed. The Fuel Injection Pump is not experiencing the condition described in the latest version of PIP4949.

Group B:

Questionable Fuel Pressure Regulator 1 (View A)

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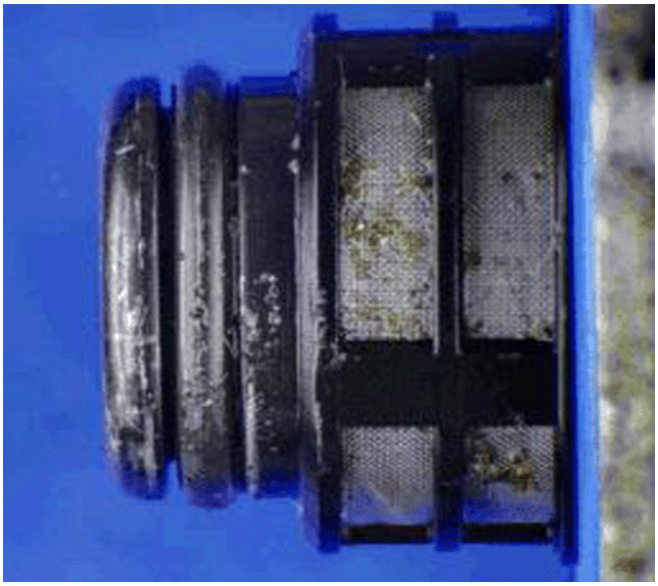
Questionable Fuel Pressure Regulator 1 (View B)



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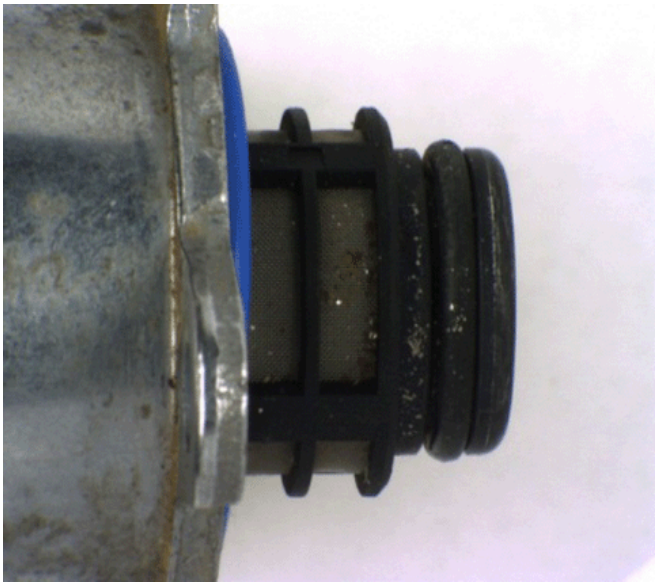
Questionable Fuel Pressure Regulator 1 (View C)



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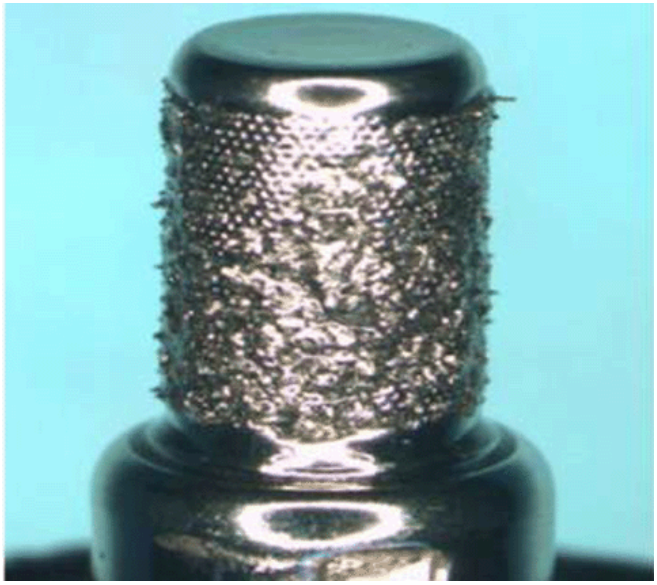
Contaminated Fuel Pressure Regulator 2



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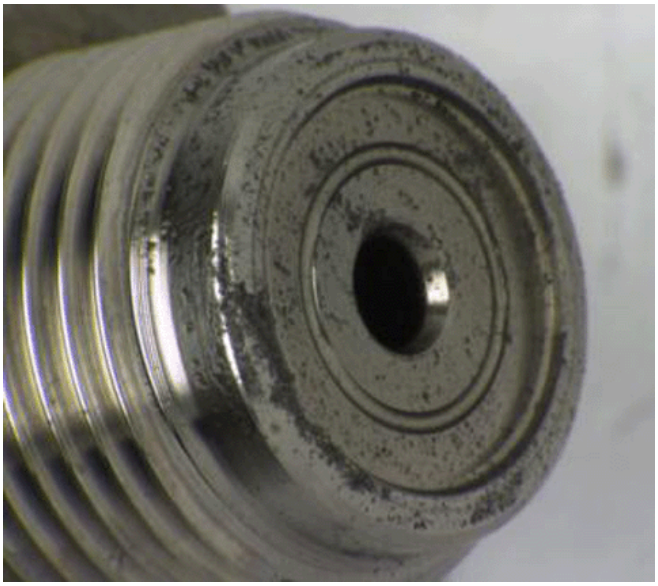
Contaminated Fuel Pressure Sensor



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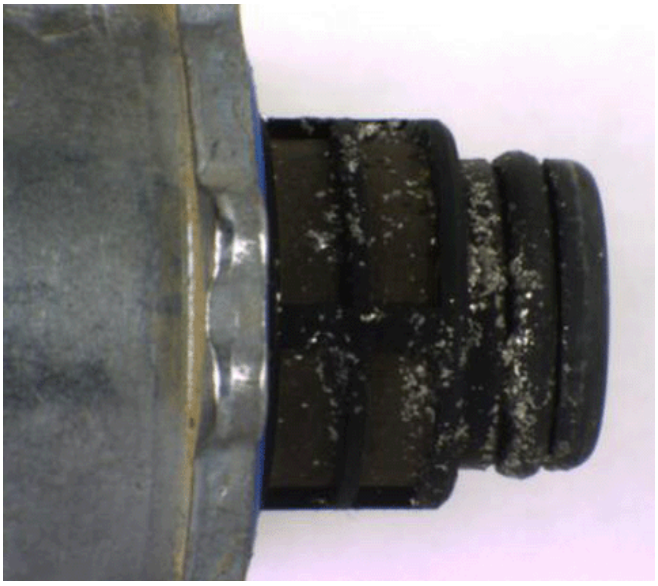
If the debris on the Fuel Pressure Regulator compares closest with Group B; more diagnosis is needed. Remove the Fuel Rail Pressure Sensor and/or Fuel Pressure Regulator 2 (Pressure Relief Valve) for inspection.

– If the same debris is found and the debris is magnetic, the Fuel Injection Pump is experiencing the condition described in the latest version of PIP4949. Call PQC to request the Fuel Injection Pump.
– If there is no debris found or non-magnetic debris found, the Fuel Injection Pump is not experiencing the condition described in the latest version of PIP4949.

Group C:

Contaminated Fuel Pressure Regulator 1 (View A)



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Contaminated Fuel Pressure Regulator 1 (View B)

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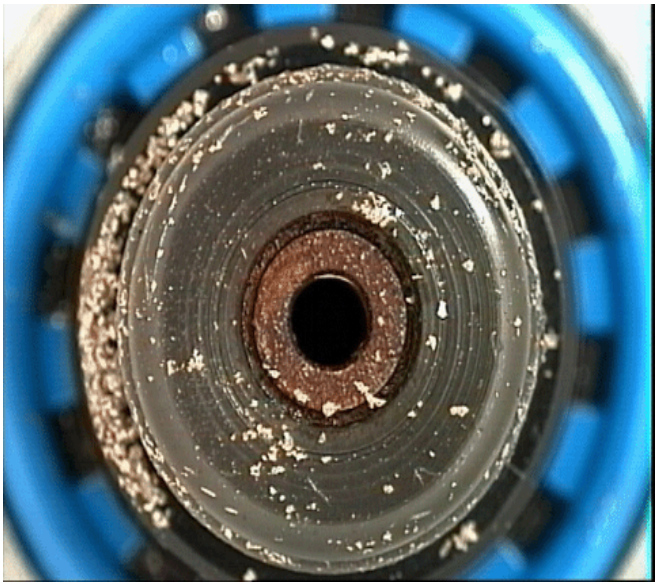
Contaminated Fuel Pressure Regulator 1 (View C)



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If the debris on the Fuel Pressure Regulator compares closest with Group C and the debris is magnetic; the Fuel Injection Pump is experiencing the condition described in the latest version of PIP4949. Call the PQC to request the Fuel Injection Pump.

Where was the metal debris found?

Fuel pressure regulator 1

Fuel pressure regulator 2

Fuel rail pressure sensor

Is the metal debris magnetic?

Is the metal debris magnetic?

What is the API of the fuel sample that was taken?

Where was the fuel sample taken from?

Was there any water, discoloration, cloudy appearance or sediment found in the fuel sample?

If you are requesting a fuel injection pump for reasons other than the latest version of PIP4949:

Is the pump being requested as part of a customer pay (non-warranty) repair?

What is the customer's concern?

What Service Information diagnosis was performed that lead to fuel injection pump replacement?

Is the pump being requested due to a fuel leak?

If yes, Is the leak at the high pressure line connections of the high pressure pump?

Is the leak still present after confirming proper torque of the high pressure line connections at the pump?

Is the leak still present after replacing the high pressure lines between the pump and fuel rail and confirming proper torque?

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.