



Service Bulletin

PRELIMINARY INFORMATION

Subject: Duramax Diesel Hard Start No Start P0087 P0088 P0191 P128E Or Injection Pump Replacement

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

This PI was superseded to update Recommendation/Instructions and Warranty Information. Please discard PIP4949D.

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

Condition/Concern

A dealer may encounter a customer concern of a hard start or a no start. DTCs P0087, P0088, P0191 or P128E may also be found.

Normal SI Diagnostics may be inconclusive or lead to Fuel Injection Pump replacement.

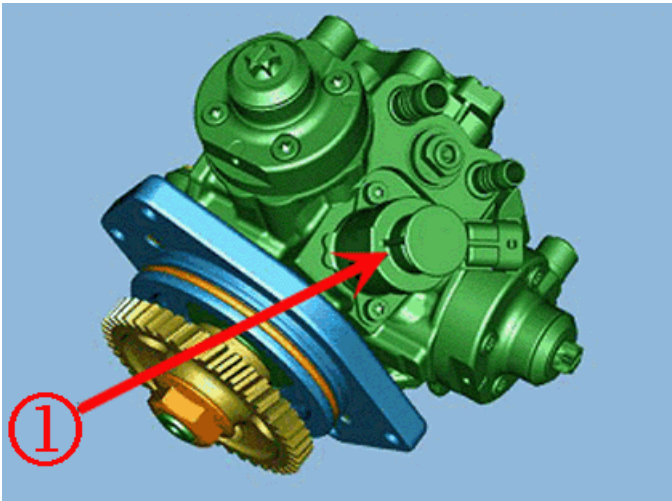
Recommendation/Instructions

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

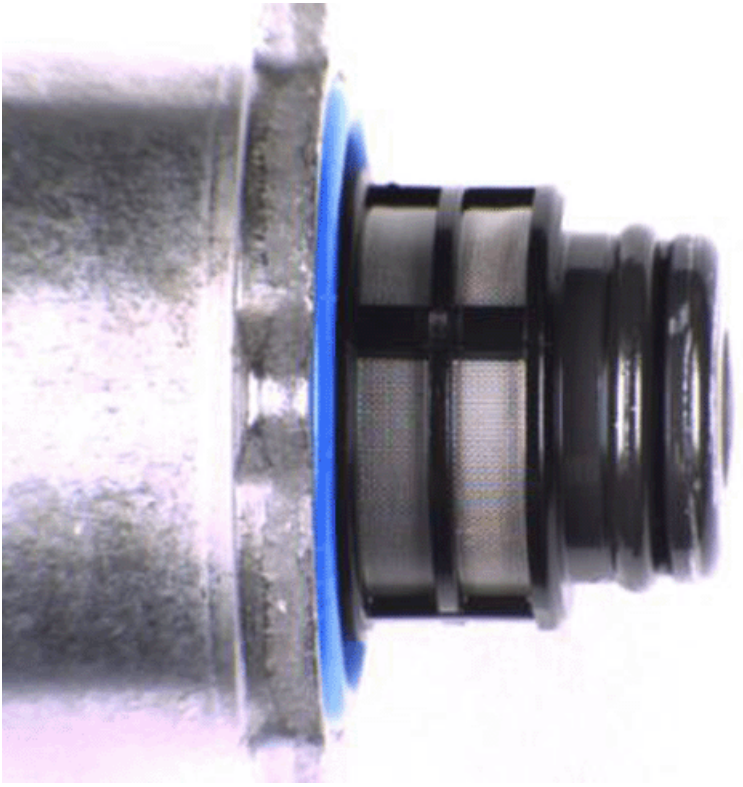
If the current SI diagnostic has led to Fuel Injection Pump replacement, Fuel Pressure Regulator 1 must be inspected for magnetic metal debris.

Note: Clean the area around Pressure Regulator 1 before removal. It is possible that road debris could find its way into the regulator port when it is removed. A small piece of dirt on Pressure Regulator 1 does not qualify for the fuel system repairs recommended in this PI.

Please see the pictures below for examples



Remove the Fuel Injection Pump / Pressure Regulator 1 for inspection.

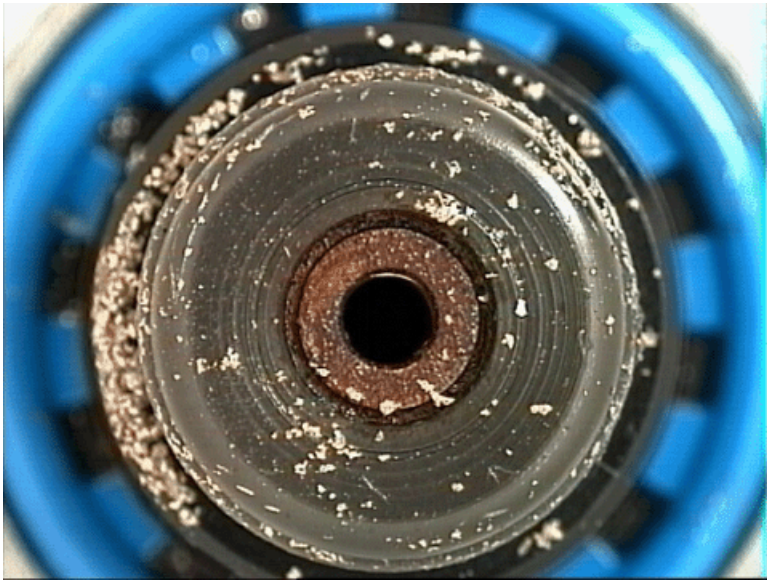


The picture above is an example of a clean Pressure Regulator 1

If Pressure Regulator 1 has no debris on the screen, complete the SI repair procedure and replace the Fuel Injection Pump.

If Pressure Regulator 1 has nonmagnetic debris on the screen, see the latest version of PIP5151.

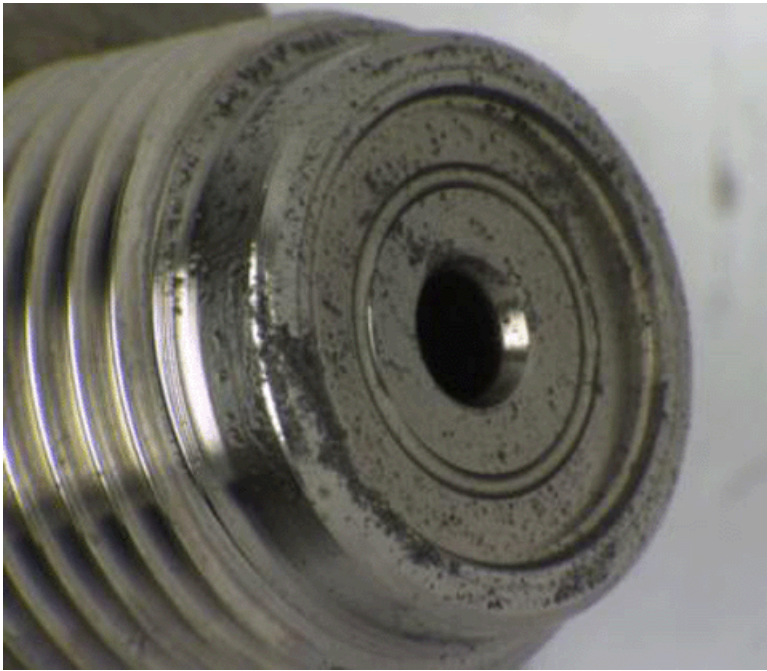




The pictures above are examples of Pressure Regulator 1 with the magnetic debris described

If there is a questionable amount of magnetic debris found on Pressure Regulator 1 remove the Fuel Rail Pressure Sensor and/or Fuel Pressure Regulator 2 (Pressure Relief Valve) for inspection.





If additional magnetic debris is found on the Fuel Rail Pressure Sensor and/or Fuel Pressure Regulator 2 (Pressure Relief Valve) the Fuel Injection Pump is experiencing the condition described.

If magnetic debris described above is found, complete the following repairs:

1. Replace all of the parts listed under the latest version of PIP4949 found in the Service Forms section of Global Connect.
2. Clean and flush all fuel chassis lines, filter pipes, and other engine mounted fuel system pipes not replaced.
3. The fuel filter housing must be cleaned with a new fuel filter installed
4. The fuel tank and fuel sender must be cleaned and flushed.

Note: The Indirect Fuel Injector (Hydrocarbon Injector) and its fuel lines must be purged of air any time it is removed or replaced. Failure to do so may damage the injector. Perform the Diesel Particulate Filter (DPF) Regeneration Enable any time the indirect injector or its fuel lines are opened/removed or replaced. This will force regeneration as soon as conditions allow and will purge any air from the system. Refer to Diesel Particulate Filter (DPF) Regeneration Enable in SI.

TIP:

After repairs, the following may help with fuel system priming:

Prime fuel to the fuel filter housing

Relieve air by opening the bleed screw at the filter housing.

Pump the priming ball again until no more air escapes and close the bleed screw

Prime until the priming ball is hard

There should be at least 10 psi fuel pressure on the fuel system pressure gauge attached to the fuel system service port (schrader valve).

Crank the engine for up to 15 seconds.

Key off for one minute

Repeat the above steps until the engine starts. It is normal for the engine to start and then stall when the fuel system loses prime. Repeated priming will alleviate this concern.

Note: These fuel system components will be requested back for an engineering inspection. Completing this repair without finding the metal debris (as described in this PI) may result in a debit to the dealer.

Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
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4080558	Diagnose and Clean/Repair Complete Fuel System.	2010i - 2015 G -Van 21.0 Hours * 2011 - 2014 C - Truck (2WD) 18.0 Hours * 2011 - 2014 K -Truck (4WD) 20.0 Hours * 2015 C and K Truck (2WD and 4WD) 21 Hours *
*This is a unique labor operation for this PI use only. It will not be published in the Labor Time Guide.		

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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