



Service Bulletin

PRELIMINARY INFORMATION

Subject: 2017 6.6L Duramax (RPO L5P) NOx Catalytic Converter and Reductant Injector Parts Restriction

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Silverado	2017		All		6.6 L5P	N/A
GMC	Sierra						

Involved Region or Country	North America.
Additional RPO/s:	6.6 L5P
Condition	<p>As part of our ongoing quality improvement efforts the 2017 6.6L Duramax Diesel NOX Catalyst (Part Number 84235516) and Reductant Injector (Part Number 12670033) have been placed on a parts restriction through the Product Quality Center (PQC). This parts restriction will assist Engineering with product feedback.</p> <p>Your cooperation with this program is greatly appreciated</p>

Your cooperation with this program is greatly appreciated. Prior to contacting the PQC please fill out the information listed below as accurately and completely as possible.

In addition, please attach the answers to this questionnaire to the repair order documentation accompanying any components returned to the Warranty Parts Center.

Important: In order to best troubleshoot a reductant injector or NOx catalyst concern, it is critical to understand whether or not the vehicle will repetitively pass or fail the P20EE diagnostic.

Please do not contact the PQC until the vehicle has been driven to the point that the P20EE DTC has run.

The P20EE DTC will not run until the engine coolant temperature is over 70C, both NOX sensors are warmed up and the exhaust temperatures are above 225 C.

The P20EE DTC will also NOT run during periods of DPF regeneration, thus SCR performance and efficiency should not be evaluated anytime a DPF regeneration is active (stationary or driving).

Finally, P20EE will not run if ambient temperatures are below -7C (20F). If applicable, the vehicle may need to be returned to the customer until the temperatures are predicted to be above -7C (20F) so that further diagnosis can take place.

What is the customer's concern and if applicable, what DTCs are stored in the ECM?

If other DTC's were set, have those concerns been definitively resolved? What was the cause and solution for the separate issue?

Did P20EE pass during the diagnostic drive?

Note: A successful P20EE DTC event (pass) is significant evidence that the aftertreatment hardware is operating reliably. An intermittent hardware failure of the reductant injector or NOx catalyst is highly unlikely. A temporary ammonia overload event triggered by certain drive cycles may have caused P20EE to falsely set. Hardware should not be replaced in this circumstance. Instead, it is recommended to perform a two-step stationary or driving DPF regeneration procedure followed by repeating the P20EE diagnostic drive cycle in order to properly evaluate the SCR system.

Note: After the completion of the first step (DPF regeneration), the ignition must be cycled off for at least three minutes after opening and closing the driver's door before proceeding to the P20EE diagnostic drive cycle.

If both the DPF regeneration successfully completed and the P20EE DTC has passed, the vehicle can be returned to the customer.

If P20EE failed during the diagnostic drive, has the DEF Injector been flow tested per the procedure outlined in SI Doc# 2472450? What was the result?

If the P20EE failed during the diagnostic drive AND the DEF injector flowed properly to specifications, has the DEF fluid itself been tested per SI Doc# 2439168?

If none of the above circumstances apply or have led to a successful outcome, please call PQC for further support.

Parts Information

Description	Part Number	Qty
NOX Catalyst	84235516	1
Reductant Injector	12670033	1

Warranty Information

Labor Operation	Description	Labor Time
4025070	Emission Reduction Fluid Injector Replacement	Use Published Labor Time

Version	1
Modified	

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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