



Preliminary Information

PIP5510 P20EE - Diagnostic Procedure for SCR System

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Chevrolet	Silverado	2017	All	All	6.6 L5P	All
GMC	Sierra	2017	All	All	6.6 L5P	All
Involved Region or Country:		North America and Israel				
Condition:		A dealer may encounter a customer concern of the Malfunction Indicator Lamp (Check Engine Light) coming on.				
Cause:		Diagnostics may show DTC P20EE has set. P20EE can be set due to other reasons when the SCR hardware is functioning properly.				

Correction:

Complete the current SI diagnostic for any trouble code or symptom found. If SI diagnostics does not resolve the concern or if the results are inconclusive the following procedure can be used to determine if the vehicle's SCR system is healthy.

Service Procedure:

- Record and complete any repairs for any DTCs that may have set other than P20EE.
- Clear all DTCs.
- Start the engine and warm the vehicle to operating temperature.
Note: Failure to warm the vehicle to proper operating temperature may cause the Reductant System Malfunction Warning Service Bay Test to time out.
- Verify DEF concentration.
 - With the scan tool, read and record the Reductant Concentration found in the reductant system data.
 - If the concentration is NOT between 28.8% and 36.2%, replace the DEF Fluid and continue with procedure.
- Run the Emission Reduction Fluid Injector Quantity Test:
 - If the test does not pass, replace the reductant fluid injector and continue to the next step.
 - If the test passes, continue to the next step.
- Perform the Reductant System Malfunction Warning Service Bay Test:
 - If the test passes, return the vehicle to the customer.
 - If the test fails, repeat the Reductant System Malfunction Warning Service Bay Test up to 2 more times. If the test fails after 3 attempts, refer to the P20EE service procedure in SI.
- If the P20EE service procedure points to an SCR replacement, command regen enable and drive the vehicle on the road to perform a DPF regen. After the on-road regen completes re-run the Reductant System Malfunction Warning Service Bay Test.
 - If the test passes, return vehicle to customer.
 - If the test fails, replace the SCR.

If returning the vehicle to the customer without repairs, please communicate to the customer that we apologize for this inconvenience and that General Motors is working on a solution for this concern. Once a solution is available, this bulletin will be updated with additional details - allowing dealership personnel to contact the customer to schedule a service appointment and repair the vehicle.

TIP:
Enablement requirements for “Reductant System Malfunction Warning Service Bay Test” to avoid the test being aborted.

- Gear = Park or Neutral
- Accel pedal position < 5%
- Barometric pressure > 70 kPa
- DEF pressure between 400 and 550 kPa
- DEF tank temp > -5 deg. C
- Engine coolant between 60 and 110 deg. C
- Fuel temp < 80 deg. C
- DPF soot estimate < 90%
- Battery voltage between 11.5 and 16 V

Do	Do Not
Charge the Reductant System Malfunction Warning Service Bay Test To labor code 4081848	Do not charge this diagnostic as DPF service regen labor code 4025942
Charge the Reductant System Tamper Bay Test (within P20EE service procedure) To labor code 4081848	Do not charge this diagnostic as DPF service regen labor code 4025942

Warranty Information

Labor Operation:	Description:	Labor Time:
4081848*	SCR Testing	Straight Time
*This is a unique Labor Operation for Bulletin use only.		

Version History

Version	1
Modified	



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