**Bulletin No.:** PIP5487A
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# Preliminary Information

## PIP5487A 2017 6.6L L5P Duramax Coolant Leaks

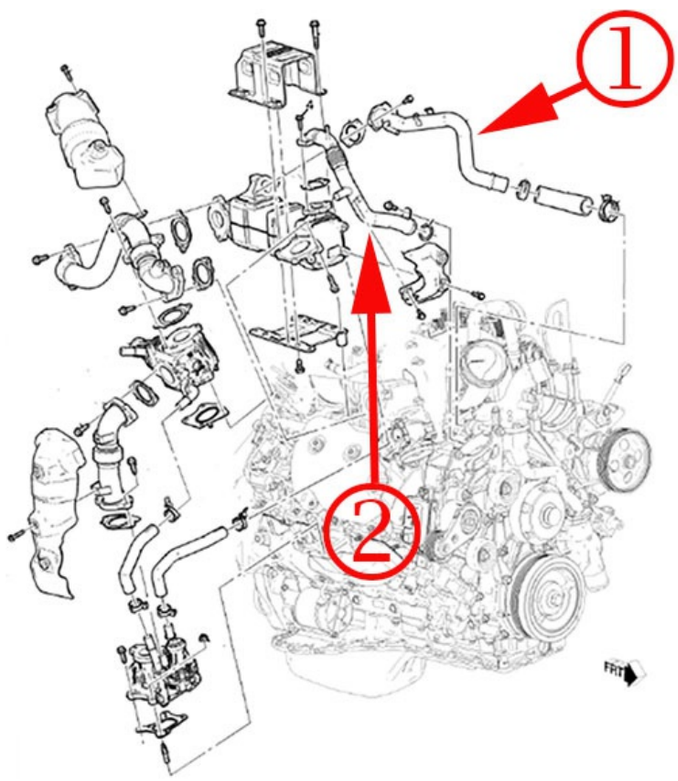
### Models

| Brand: | Model: | Model Years: | VIN: | | Engine: | Transmissions: |
|---|---|---|---|---|---|---|
| | | | from | to | | |
| Chevrolet | Silverado | 2017 - 2018 | All | All | 6.6 L5P | All |
| GMC | Sierra | 2017 - 2018 | All | All | 6.6 L5P | All |

| | |
|---|---|
| Involved Region or Country | North America |
| Additional Options (RPO) | 6.6 L5P |
| Condition | A customer may comment on a coolant leak, coolant consumption or of a low coolant message being displayed on the Driver's Information Center (DIC). |
| Cause | This may be due to cooling system leaks or an improper coolant fill procedure.<br><br>It may take a few engine temperature cycles (from operating temperature to cold) for the coolant level to show a lower than normal level.<br><br>Be sure to complete the current SI coolant system leak checks and verify there are no external leaks.<br><br>Reference the locations below to aid in locating external coolant leaks.<br><br>If no external leaks are found, refill the cooling system following SI procedures for filling the cooling system.<br><br>Evaluate coolant levels after a proper coolant fill is completed. |

### Correction:

**If the diagnosis has lead to external coolant leaks or a coolant loss concern check for leaks in the following areas:**



**Welded flange leaking on the Exhaust Gas Recirculation (EGR) coolant return pipe. Refer to call out #1 in the above picture.**

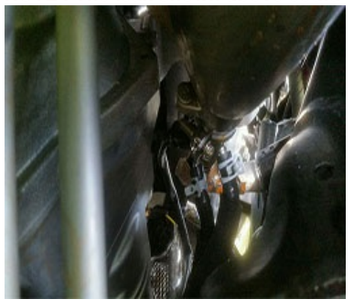
**Welded flange leaking on the Exhaust Gas Recirculation (EGR) coolant feed pipe. Refer to call out #2 in the above picture.**

**Another view of the leaking welded flange on the Exhaust Gas Recirculation (EGR) coolant feed pipe. Refer to call out #2 in the above picture.**

**Coolant leak at the O-ring seal of the Exhaust Gas Recirculation (EGR) coolant feed pipe. Refer to call out #2 in the above picture.**

**View of a rolled or pinched O-ring at Exhaust Gas Recirculation (EGR) coolant feed pipe. Refer to call out #2 in the above picture.**

**NOTE : The leak shown above could only be confirmed after removing the front accessory drive bracket and alternator.**



**Coolant leaking from coolant hoses at the Emission Reduction Fluid Injector (DEF Injector).**

**Please be aware of the following if there is a need to pressure test the cooling system:**

**Note: The radiator surge tank uses two different radiator surge tank caps. The radiator surge tank cap that vents pressure in the event of excessive cooling system pressure is located on the lower outboard side of the radiator surge tank (2). The radiator surge tank cap that is located on top of the radiator surge tank (1) is where the cooling system is filled and where pressure testing equipment is to be mounted.**

**Caution: The cap mounted to the top of the surge tank uses LEFT HAND threads. Turn the cap clockwise to remove the cap or counter clockwise to install the cap. Failure to turn the cap in the proper direction when installing or removing it may cause damage to the cap and/or the surge tank.**

**Refer to Cooling System Leak Testing (L5P) for more information.**

## Version History

| | |
|---|---|
| **Version** | **2** |
| **Modified** | **9/6/2017 to add 2018 model year** |