



Preliminary Information

PIP5543 Cold Weather Whine or Siren Noise from 2017 and 2018 Diesel Engine 6.6 L5P In Tank Fuel Pumps

Product Investigation Review Required

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				
Condition:		A dealer may encounter a customer concern of a siren or whine noise the from in-tank fuel pump on diesel engines at temperatures below -6C or 20F. Additional customer concerns may be of a start and stall, no start, loss of power, Service Engine Soon (SES) light illuminated or of the engine stalling. Technicians may find DTCs P0087, P018B, P228A, P228B or P2635 set in ECM.				
Cause:		Some fuels may have blends incompatible with climate conditions which causes the fuel to gel or develop solids that may block the in tank fuel pump pickup.				

Correction:

Bring vehicle inside to allow fuel to get above 0C or 32F, confirm the engine will start and the noise from the fuel pump is gone. This may take as little as one to two hours. Fuel temperature sensor data can be monitored with the scan tool.

Once the engine can be started and is running, the warm return fuel will further aid in thawing the tank.

Once the fuel has thawed it would be suggested to drain the water separator at the bottom of the fuel filter to ensure any water is removed.

NOTE: The 6.6 L5P in tank fuel pump has a 0.2mm sock filter on the in tank reservoir pickup tube that can plug with gelled fuel and/or frozen emulsified water and ice particles.

DO NOT REPLACE THE IN TANK FUEL PUMP FOR THIS CONCERN.

If the fuel pump whine noise is gone after warming the fuel, the fuel blend is most likely incompatible with the climate conditions.

It is recommended to use fuel from a high-volume, known-good source and road test. This fuel will most likely be compatible with the current climate conditions.

Engineering has requested multiple fuel samples and is requesting that parts not be replaced until we understand the fuel conditions vs. ASTM standards. This appears to be a fuel condition issue, and replacement of parts will likely not permanently correct the issue. A bulletin will be published after determination of fuel condition is made.

Version History

Version	1
Modified	

