



Service Bulletin

File in Section: -

Bulletin No.: 17-NA-374

Date: March, 2018

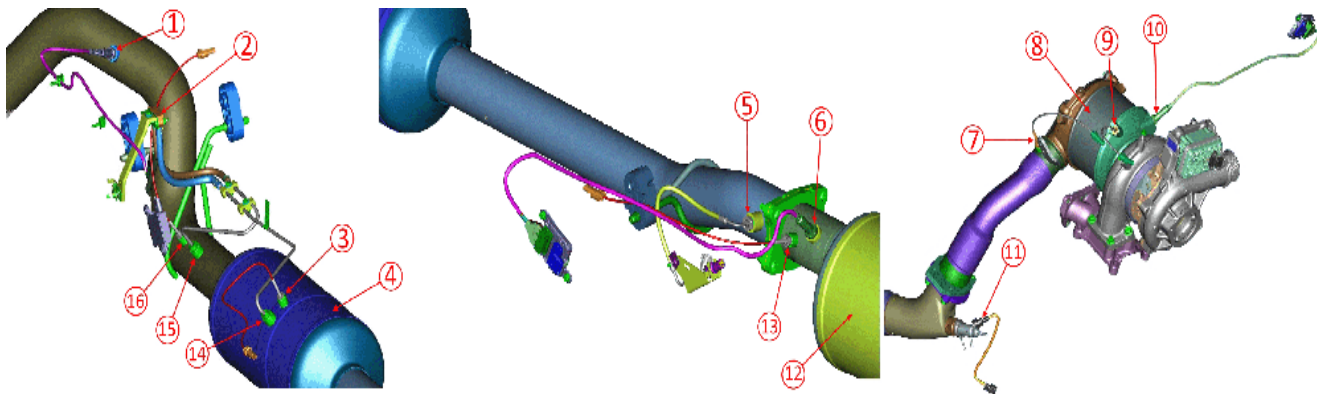
INFORMATION

Subject: Information On Diesel Exhaust System Configuration and DPF Soot Accumulation, Malfunction Indicator Lamp (MIL) Illuminated - DTC P2463 Set

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Silverado Models	2017	2018			L5P	
GMC	Sierra Models						

Involved Region or Country	North America, Israel
Information	<p>There has been a change in the values displayed in GDS 2. Beginning with the 2017 Silverado/Sierra, the DPF Soot Accumulation is measured in percent instead of grams. On vehicles equipped with a L5P engine, the ECM will not try to perform a regeneration until the DPF Soot Accumulation increases to approximately 100%. If the DPF Soot Accumulation increases to 115% and the system has not been able to regenerate, the "continue driving" message will be displayed on the DIC. If the DPF Soot Accumulation increases to 140%, DTC P2463 will set and will now require a service regeneration to clean the DPF.</p> <p>Service Regeneration vs Regeneration Enable and Drive Cycle</p> <p>A Service Regeneration is designed to lower the DPF Soot Accumulation in the DPF in a very controlled way. It is not as effective at lowering the soot accumulated in the DPF as a Regeneration Enable followed by a drive.</p> <p>Please perform a service regeneration if instructed to by service information. As a rule of thumb, if a vehicle has less than 70% DPF Soot Accumulation, do not perform a regeneration unless instructed by Service Information.</p> <p>Note: If you are concerned about the DPF Soot Accumulation, perform a regeneration enable and return the vehicle to the customer.</p>

Below is an illustration of the location of the exhaust components, Sensors, and Injectors on the exhaust aftertreatment system for the above vehicles:



4898858

1) SENSOR, EXH PRTLTL	9) SENSOR, EXH TEMP (POSN 1)
2) SENSOR, EXH PRESS DIFF	10) SENSOR, NOX (POSN 1)
3) SENSOR, EXH TEMP (POSN 4)	11) INJECTOR, EMIS RDCN FLUID
4) FILTER, EXH PRTLTL	12) CONVERTER, W/UP NOX CTLTC
5) INJECTOR, LOW PRESS DSL HYDROCARBON	13) SENSOR, EXH TEMP (POSN 3)
6) SENSOR, NOX (POSN 2)	14) PIPE, EXH PRESS DIFF SEN (IN)
7) SENSOR, EXH TEMP (POSN 2)	15) PIPE, EXH PRESS DIFF SEN (OUT)
8) CONVERTER, OXIDN CTLTC	16) SENSOR, EXH TEMP (POSN 5)

Additional Information

Note: There is no need to check soot mass at PDI unless a message or DTC directs you to.

If the vehicles AT PDI reads 40% soot accumulation, it is **NOT** considered high and does not require any service.

- If you have a truck with a "continue driving" message on the DIC and it has less than 500 miles (800 kilometers), review PIP5468 and 10-06-05-002.

Note: Use this formula as a diagnostic aid and in the administration of a maintenance schedule. It should NOT be used to determine warranty coverage.

Version	2
Modified	March 21, 2018 - Update Information section.

Some vehicles may spend a lot of time idling, use the formula to aid in determining the equivalent mileage (kilometers).

- Check and record the total engine hours on the Drivers Information Center (DIC).
- Multiply this time by 33 miles or 53 km.
- The result should be close to the mileage on the odometer.
 - ⇒ Example 1; If a vehicle has 1.7 engine hours and 60 miles (97 km) on the odometer, the engine run time would equate to about 56 miles (90 km) ($1.7 \times 33 = 56$ ($1.7 \times 53 = 90$)).
- This vehicle should not have much soot accumulation in the DPF. Some of these trucks can go 500 - 700 miles (800-1100 km) between a regeneration.
 - ⇒ Example 2; If the vehicle has 626.9 engine hours and 7,269 miles (11,698 km) on the odometer, the engine run time would equate to about 20,688 miles (33,226 km) ($626.9 \times 33 = 20,688$ ($626.9 \times 53 = 33,226$)).

This vehicle would be considered a vehicle that idles a lot and this information may be useful in diagnosing any issues.

Parts Information

No parts are required for this repair.

