



Service Bulletin

Bulletin No.: 19-NA-149

Date: September, 2019

TECHNICAL

Subject: Malfunction Indicator Lamp (MIL) Illuminated with DTC P3075 Set

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Silverado 1500 (New Model)	2019	2019			L3B	All
GMC	Sierra 1500 (New Model)	2019	2019				

Involved Region or Country	North America, N.A. Export Regions
Additional Options (RPOs)	
Condition	Some customers may comment on the MIL being illuminated. A technician may find the following DTC set current or in history: <ul style="list-style-type: none"> • P3075: Engine Coolant Pump Low Current Perf
Cause	The cause of the condition may be one or more of the following: possible cooling system low on coolant or air trapped in cooling system. <ul style="list-style-type: none"> • A software anomaly. • Cooling system low on coolant. • Air trapped in cooling system.
Correction	If you encounter a vehicle with the above condition, do NOT replace the coolant pump assembly at this time, but follow the Service Procedure.

Service Procedure

Note: Stable battery voltage is critical during programming. Any fluctuation, spiking, over voltage or loss of voltage will interrupt programming. Install a GM Authorized Programming Support Tool to maintain system voltage. Refer to for further information. If not available, connect a fully charged 12 V jumper or booster pack disconnected from the AC voltage supply. DO NOT connect a battery charger.

Verify if the Engine Control Module (ECM) has the latest software available:

- If the vehicle has the most current level of software, use SI to perform a system diagnostic.
 - If the vehicle does NOT have the most current level of software, continue on to the next repair steps.
1. Reprogramming the ECM to the latest software available. Refer to *K20 Engine Control Module: Programming and Setup* in SI.

2. Clear all codes.
3. Referring to SI, run the vehicle under the conditions for setting the DTC.
 - If DTC P3075 does NOT reset, return the vehicle to the customer.
 - If DTC P3075 resets, use SI to continue on to the repair steps below.

If DTC P3075 resets:

1. Check for a low coolant condition. If low, pressure test the cooling system to confirm no coolant leaks are present.
2. Repair any leaks in the cooling system using SI. Once the coolant leak has been repaired, refer to the appropriate *Cooling System Draining and Filling* procedure in SI, for coolant fill and bleeding procedures.

Note: The P3075 P3076 can detect coolant flow-based failures. The intrusive diagnostic test will run once per ignition cycle if all enable conditions are met per SI. The intrusive diagnostic will run the coolant pump at roughly 4000 rpm for 15 seconds and evaluates the

pump motor AC current to be within expected range. The coolant pump AC current feedback will be lower if the cooling system is leaking or low on coolant.

- Using GDS, confirm P3075 has ran and passed in the current drive cycle to ensure the diagnostic has executed and no fault is detected before releasing the vehicle back to the customer. If the vehicle returns for a second time with DTC P3075 set, then replace the Coolant Pump assembly.

Parts Information

No parts are required for this repair.

Warranty Information

For vehicles repaired under the Emission coverage, use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
*2886348	Engine Control Module Reprogramming with SPS for DTC P3075	0.3 hr
<p>*This is a unique Labor Operation for Bulletin use only. *To avoid warranty transaction rejections, carefully read and follow the instructions below:</p> <ul style="list-style-type: none"> The SPS Warranty Claim Code must be accurately entered in the "SPS Warranty Claim Code" field of the transaction. When more than one Warranty Claim Code is generated for a programming event, it is required to document all Warranty Claim Codes in the "Correction" field on the job card. Dealers must also enter one of the codes in the "SPS Warranty Claim Code" field of the transaction, otherwise the transaction will reject. It is best practice to enter the FINAL code provided by SPS. 		

Warranty Claim Code Information Retrieval

If the SPS Warranty Claim Code was not recorded on the Job Card, the code can be retrieved in the SPS system as follows:

- Open TIS on the computer used to program the vehicle.
- Select and start SPS.
- Select Settings.
- Select the Warranty Claim Code tab.

The VIN, Warranty Claim Code and Date/Time will be listed on a roster of recent programming events. If the code is retrievable, dealers should resubmit the transaction making sure to include the code in the SPS Warranty Claim Code field.

Version	1
Modified	Released September 03, 2019

