



**IMPORTANT SERVICE
INFORMATION FOR:**

- ✓ SERVICE MANAGER
- ✓ SERVICE ADVISOR
- ✓ TECHNICIAN
- ✓ PARTS DEPARTMENT
- ✓ WARRANTY PERSONNEL

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GROUP:
ENGINE

INTRODUCTION TO 6.6L L8T GASOLINE ENGINE

AFFECTED VEHICLES

- 2020MY Isuzu N-Series Vehicles
Equipped with 6.6L Gasoline Engines

INFORMATION

The information below is provided to help technicians better understand common vehicle operations that may be incorrectly perceived by customers as a problem.

Possible Customer Complaint	Normal Condition Description
Subtle Ticking from engine at Idle	The high pressure fuel system has unique operating characteristics. Specifically, the operation of the high pressure fuel pump can result in a subtle ticking noise that is apparent when the vehicle is idling. The sound is more audible when one is outside around the vehicle or when the cab is tilted with the engine running. The sound may be more noticeable during a cold start, but lessens once the engine is warm. A slightly higher pitched clicking sound is the fuel injectors pulsing ON and OFF under the high fuel pressures.
Long crank time	This “new” engine requires more crank time than one might expect in order to build up the high pressure in the fuel system needed for the engine to start.
Short “Rrrrp” or “Rasp” at Startup	The oil pump design has changed from a gerotor gear type pump to a two-stage vane type pump for fuel economy reasons. At temperatures at or below 0°C (32°F), or when the engine has been sitting for a few hours, it is possible to have air enter the pump through normal oil drain back. Upon startup, the owner may hear a short “Rrrrp” or “Rasp” coming from the front of the engine. Those sounds are normal and are NOT indicative of a problem with the oil pump or oil system. No repairs should be attempted for this condition.