



GROUP

MODEL

Engine

2017-2022MY

Niro HEV (DE HEV)

2018-2022MY

Niro PHEV (DE PHEV)

NUMBER

DATE

730

May 2022



TECHNICAL OPERATIONS

SUBJECT:

RANDOM MISFIRES/OVERHEATING DUE TO LOW COOLANT

This Pitstop provides information to help identify one cause of low coolant, random misfires, and/or possible overheating on some 2017-2022MY Niro HEV (DE HEV) and 2018-2022MY Niro PHEV (DE PHEV) vehicles. The cause may be a small coolant leak in the EGR Cooler. Locating this leak may be difficult. Follow the procedure below to diagnose and identify a possible coolant leak in the EGR Cooler.

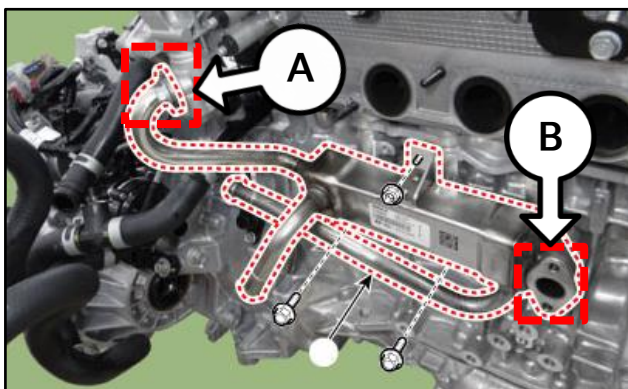
Misfire Test:

1. Road test the vehicle and monitor active misfires.
2. If misfires are detected, disconnect the EGR valve electrical connector (C103).
3. Road test again and monitor misfires in PCM data.
 - If the number of misfires is greatly reduced, pressure test the cooling system for 15-20 minutes.
 - If there is a drop in psi (> than 1 psi) after the pressure test, follow the "EGR Cooler Leak Test" steps below to check for coolant in the EGR cooler.

EGR Cooler Leak Test:

1. Loosen the pipe leading to the cooler at the EGR Valve (A).
2. Next loosen the two (2) 10mm nuts on the lower RH (passenger) side of the EGR Cooler (B).
3. Watch for any coolant that comes out of the EGR Cooler.
 - If coolant leaks from the flange when loosened (B), **replace the EGR Cooler.**
 - Bleed the system and confirm the cooling system has no additional leaks and no engine hesitation.
 - If **no** coolant is found when the flange is loosened, continue with additional diagnostics per the applicable shop manual. (Do not replace the EGR Cooler.)

Note: The marked indicated location is the lowest point that coolant should sit in the EGR system.



CAUTION

If engine damage is suspected (incl. blown head gasket), contact Techline before proceeding.