



Service Bulletin

Bulletin No.: 24-NA-253

Date: November, 2024

INFORMATION

Subject: Information on Loose or Incorrect Fasteners Used on Exhaust System

Brand:	Model:	Model Year:		Build Date:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Silverado 2500HD/ 3500HD	2023	2023			6.6L (L5P)	
	Silverado 4500HD/ 5500HD/6500HD	2022	2022			6.6L (L5D)	
GMC	Sierra 2500HD/ 3500HD	2023	2023			6.6L (L5P)	

Involved Region or Country	North America, Middle East, Israel, Palestine, Australia, New Zealand
Condition	Some technicians may comment on a loose or damaged exhaust fasteners.
Cause	This condition may be caused by an incorrect bolt being used on a prior repair.
Information	<p>Fasteners used for the following exhaust components require a locking feature to prevent the bolts from coming loose:</p> <ul style="list-style-type: none"> Exhaust Manifolds Turbocharger Adapter EGR Valve <p>There are two different locking features that were utilized in the L5P engine during the 2023 model year and L5D engine during the 2022 model year.</p> <ul style="list-style-type: none"> Powerlok uses tri-lobular design with "locking feature" integrated into the bolt. <ul style="list-style-type: none"> Tapped hole in each component does not have locking feature. Standard style bolts do not have locking feature. <p>- Instead, the tapped hole has a 30-degree Ramp Angle Thread (RAT) which acts as the locking feature.</p> <p>Bolt and threaded component must be matched together. Failure to match threaded component with correct fastener could result in fastener loosening or damage to threads upon installation or removal.</p>

Important: Service agents must comply with all International, Federal, State, Provincial, and/or Local laws applicable to the activities it performs under this bulletin, including but not limited to handling, deploying, preparing, classifying, packaging, marking, labeling, and shipping dangerous goods. In the event of a conflict between the procedures set forth in this bulletin and the laws that apply to your dealership, you must follow those applicable laws.

Additional Information

The Duramax engine plant used the Powerlok for these fasteners up until October 8, 2022. On this date they changed to RAT with standard bolts.

The Duramax plant changed back to Powerlok for these fasteners on October 26, 2022.

The Duramax plant then changed back to RAT permanently on November 3, 2022.



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Powerlok Bolts used in production are GREY, service bolt could be either GREY or BLACK.

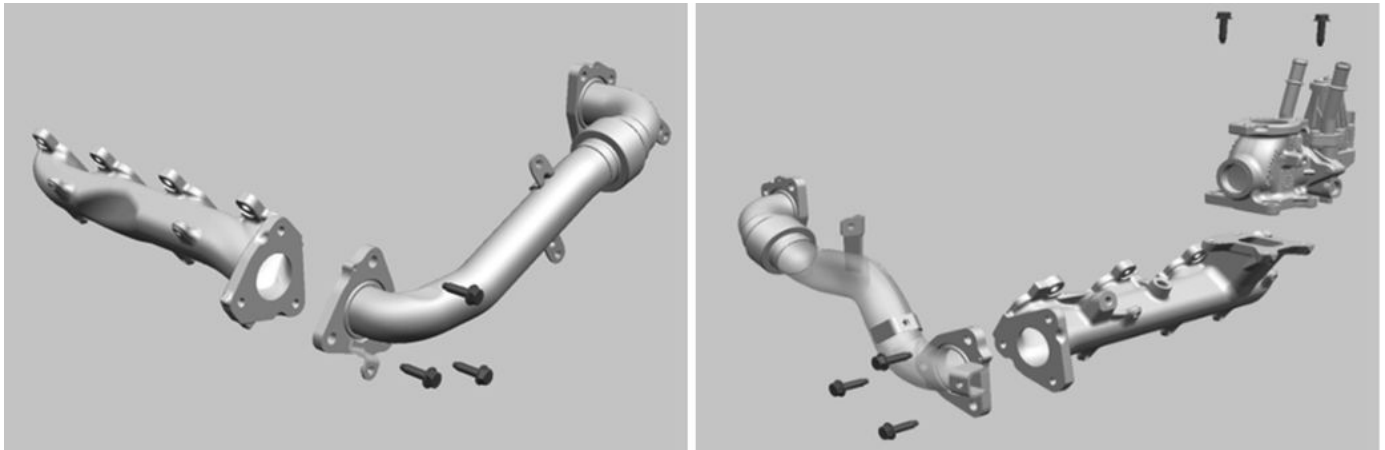


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Standard Bolts are BLACK with a dished head.

Since time in use can change bolt color, it is not an effective method to identify which bolt is installed. Use a pick or pocket screwdriver to determine if bolt head is flat or dished.

First Design components below are Standard Threaded Hole, Second Design components below are 30-degree Ramp Angle Thread. Second Design will back service to model year 2017 for L5P and model year 2019 for L5D. Vehicles originally build with Standard Threaded Hole components could have been serviced with 30-degree RAT components.

Exhaust Manifolds

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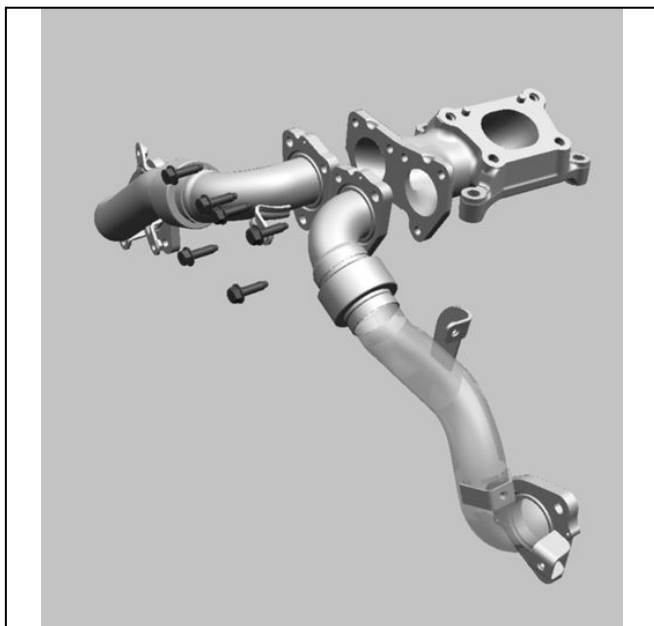
First Design:

- 12702898 (Right Side): Use ONLY GREY Powerlok Bolt: 11602016
- 12702899 (Left Side): Use ONLY GREY Powerlok Bolt: 11602016

Second Design:

- 12708009 (Right Side): Use ONLY BLACK Standard Bolt: 11603556
- 12708010 (Left Side): Use ONLY BLACK Standard Bolt: 11603556

Torque specification is the same for Standard and Powerlok at Exhaust Manifold

Turbocharger Adapter

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First Design:

- 12677706: Use ONLY GREY Powerlok Bolt: 11602016

Second Design:

- 12728156: Use ONLY BLACK Standard Bolt: 11603556

Torque specification is the same for Standard and Powerlok at Turbocharger Adapter

EGR Valve

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First Design:

- 12689249: Use ONLY GREY Powerlok Bolt: 11602016

Second Design:

- 12728240: Use Only BLACK Standard Bolt: 11603556

Standard and Powerlok have different torque at EGR Valve:

- Powerlok : 40 NM (30 lb ft)
- Standard : 31 NM (23 lb ft)

Version	1
Modified	Released November 06, 2024