



## STAR ONLINE PUBLICATION



**Case Number: S2509000006**

**Release Date: June 2025**

**Symptom/Vehicle Issue:** Mil-On/Check Engine Lamp (CEL)-On

**Customer Complaint/Technician Observation:** The customer's complaint may include a Mil-on/CEL-on condition. Upon further investigation, they may be a DTC for P06DD-00-Engine Oil Pressure Control Circuit Performance/Stuck Off in the Powertrain Control Module (PCM).

**Discussion:** Perform the published diagnostic routine for the DTC mentioned above. If the routine leads to a possible mechanical/actual low oil pressure condition, perform the following inspection before replacing the oil pump. When at the step in the diagnostics with the oil pan removed, while checking for anything that could restrict oil flow or cause low oil pressure, be sure to inspect the piston oil cooling jets for missing parts. The jets are located at the bottom of EACH cylinder (6 total), secured to the block with one fastener (Fig. 1 shows location AND a "bad" jet).

**Fig. 1**



This document does not authorize warranty repairs. This communication documents a record of past experiences. STAR Online does not provide any conclusions about what is wrong with the vehicle. Rather, it captures all previous cases known that appear to be similar or related to the vehicle symptom / condition. You are the expert, and you are responsible for deciding on the appropriate course of action.

**Contact STAR Center, or your Technical Assistance Center Via TechCONNECT or eCONTACT ticket if no solution is found**

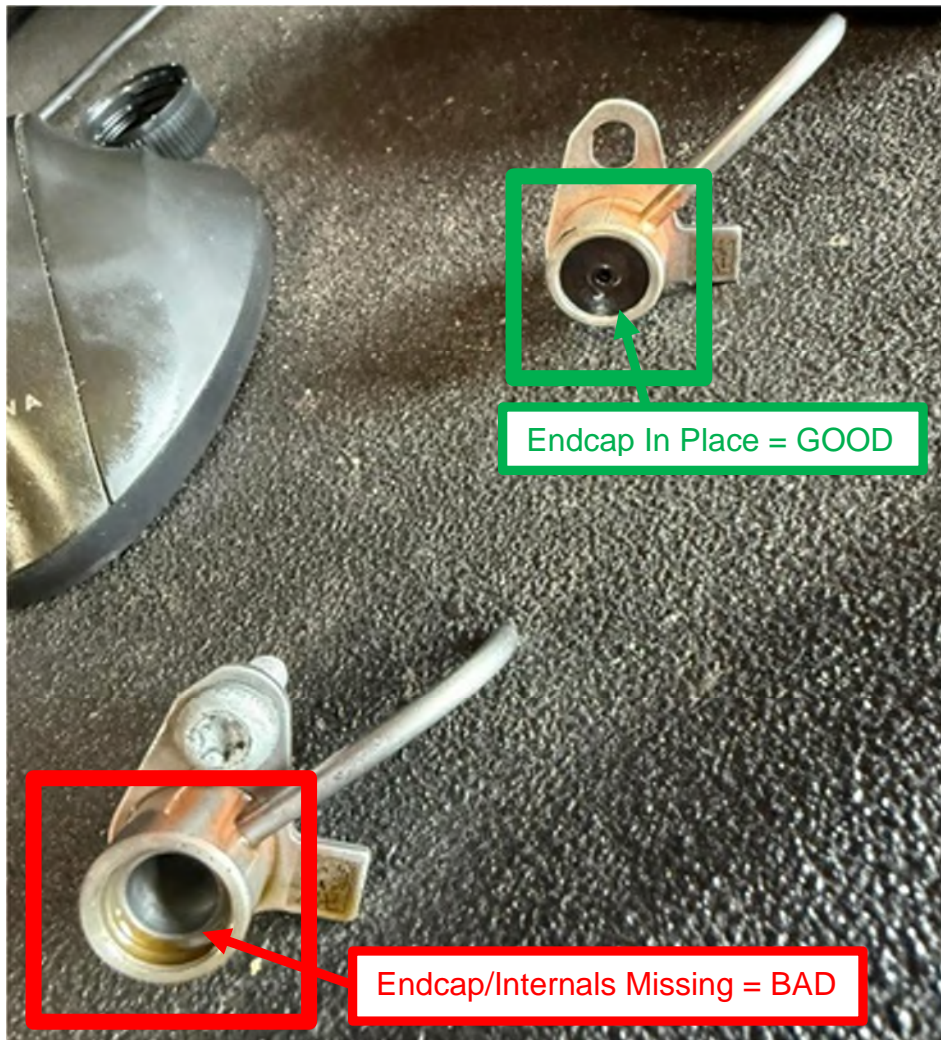


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The picture below (Fig. 2) shows the difference between a “good” jet and a “bad” jet.

Fig. 2



Missing jet endcaps/internals can cause a loss of oil pressure sufficient enough to set a P06DD. Any faulty jet assemblies found should be replaced.

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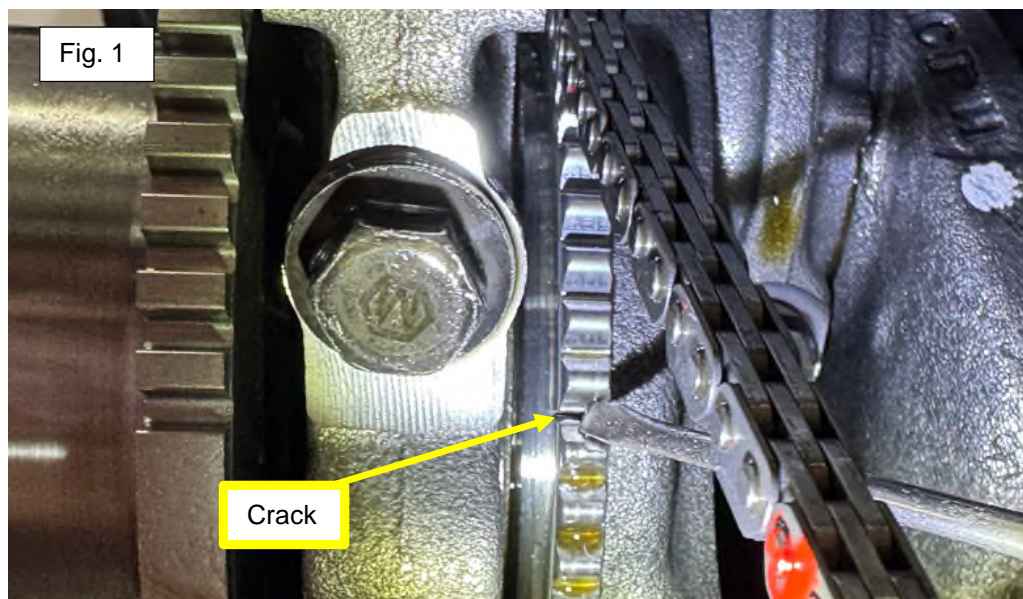
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If all of the piston oil cooling jets have passed inspection, make sure to perform this final inspection before proceeding with oil pump replacement.

Check the oil pump drive sprocket that rides on the crankshaft for a crack that could cause a loss of tension for the sprocket on the crank, leading to a loss of drive to the oil pump (Fig. 1). Perform a preliminary inspection by attempting to rotate the sprocket by hand. If the sprocket moves on the crank by hand, it is likely cracked, and the long block will need to be replaced.

If unable to move the sprocket by hand, perform a thorough inspection of the sprocket by looking for a crack that would appear between the sprocket teeth (in the valley, between the teeth). Cleaning the sprocket with brake cleaner and shop air may help to make the crack easier to see. Also, check the entire circumference of the sprocket to be sure it is not damaged. If a cracked sprocket is found, replace the long block.



If no cracks are found in the sprocket, replace the oil pump.

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