CHEVROLET GMC

2026

3.0L Duramax Diesel Engine Supplement



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Introduction

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This manual describes features that may or may not be on the vehicle because of optional equipment that was not purchased on the vehicle, model variants, country specifications, features/applications that may not be available in your region, or changes subsequent to this publication's release, including changes in standard or optional content.

Refer to the purchase documentation relating to your specific vehicle to confirm the features.

This manual contains information that pertains to the operation of the diesel engine. It also contains the Diesel Maintenance Schedule. The sections in this manual correspond to the sections in the owner's manual. This manual, along with the owner's manual, will assist you in the proper use and maintenance of the vehicle.

Canadian Vehicle Owners

You can obtain a copy of this guide in French from your dealer, at www.helminc.com, or from the following address:

Propriétaires Canadiens

On peut obtenir un exemplaire de ce guide en français auprès du concessionnaire ou à l'adresse suivante:

Helm, Incorporated
Attention: Customer Service
47911 Halyard Drive
Plymouth, MI 48170
USA

86595963 C

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Using this Supplement

This supplement contains information specific to the unique components of the vehicle. It does not explain everything you need to know about the vehicle. Read this supplement along with the owner's manual to learn about all the vehicle's features and controls.

Index

A good place to find information is the Index at the back of this supplement. It lists contents alphabetically with corresponding page numbers.

Instruments and Controls

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Warning Lights, Gauges, and Indicators

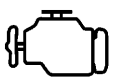
Instrument Cluster (Pickup only)

Options

Use the thumbwheel to scroll through items in the Options menu.

Diesel Particulate Filter: If equipped, allows for the Diesel Particulate Filter regeneration process to be manually triggered. Depending on the status of the Diesel Particulate Filter different states are shown on the Driver Information Center (DIC) display.

Malfunction Indicator Light (Check Engine Light)



Caution

If the vehicle is driven continually with this light on, the emission control system may not work as well, the fuel economy may be lower, and the vehicle may not run smoothly. This could lead to costly repairs that might not be covered by the vehicle warranty.

Caution

Modifications to the engine, transmission, exhaust, intake, or fuel system, or the use of replacement tires that do not meet the original tire specifications, can cause this light to come on. This could lead to costly repairs not covered by the vehicle warranty. This could also affect the vehicle's ability to pass an Emissions Inspection/Maintenance test. See *Accessories and Modifications* ⇨ *24*.

This light displays briefly when you start your vehicle. This is a normal test your vehicle runs on start up. If it does not display, see your dealer for service.

The light is part of emission control on-board diagnostic system of the vehicle. If this light stays on or displays while driving, a malfunction is present, and the vehicle may require service. See “Ignition Positions” in the owner’s manual.

The light may also display when the system has detected a problem with the Diesel Exhaust Fluid (DEF) management system. See *Diesel Exhaust Fluid* ⇨ *11*.

The system often shows malfunctions before any problem is noticeable. Being aware of the light and seeking service promptly when it displays may prevent damage.

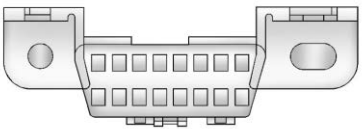
When the light displays, a malfunction has been detected. Diagnosis and service may be required. See your dealer.

Poor fuel quality can cause inefficient engine operation and poor drivability, which may go away once the engine is warmed up. If this occurs, change the fuel brand. It may require at least one full tank of the proper fuel to turn the light off. See *Fuel for Diesel Engines* ⇨ *15*.

If the light remains on, see your dealer.

Emissions Inspection and Maintenance Programs

If the vehicle requires an Emissions Inspection/Maintenance test, the test equipment will likely connect to the vehicle's Data Link Connector (DLC).



The DLC is under the instrument panel to the left of the steering wheel. Connecting devices that are not used to perform an Emissions Inspection/Maintenance test or to service the vehicle may affect vehicle operation. See “Add-On Electrical Equipment” in the owner’s manual. See your dealer if assistance is needed.

The vehicle may not pass inspection if:

- The Malfunction Indicator Light displays when the engine is running.
- The light does not display when the ignition is on with the engine not running.
- Critical emission control systems have not been completely diagnosed. If this happens, the vehicle would not be ready for inspection and might require several days of routine driving before the system is ready for inspection. This can happen if the 12-volt battery has recently been replaced or run down, or if the vehicle has recently been serviced.

See your dealer if the vehicle will not pass or cannot be made ready for the test.

Wait-to-Start Light



This light displays briefly when you start your vehicle. This is a normal test your vehicle runs on start up.

If the light displays, the glow plug system is active and operating. Wait until the light turns off before starting the engine. This light may not come on in warm temperatures.

See *Starting the Diesel Engine* ⇨ *7*.

Diesel Exhaust Fluid (DEF) Warning Light



This light displays and a chime sounds when there is an issue with the Diesel Exhaust Fluid system. A Driver Information Center message will display, and vehicle speed may be limited.

See *Diesel Exhaust Fluid* ⇨ *11*.

Information Displays

Driver Information Center (DIC)

The DIC is in the instrument cluster. The DIC comes on when the ignition is on.

A Duramax diesel vehicle may have the following additional DIC menu items:

DEF (Pickup): Displays the Diesel Exhaust Fluid (DEF) level as a bar graph with individual segments that illuminate from Empty (E) to Full (F). Metric clusters will show 0 to 1 instead. When LOW appears on the display and the segments turn red, add DEF as soon as possible. For a guide on how much DEF to add, see *Diesel Exhaust Fluid* ⇨ *11*.

Diesel Exhaust Fluid (SUV): Displays the Diesel Exhaust Fluid (DEF) level as a bar graph with individual segments that illuminate from Empty (0) to Full (1). When LOW appears on the display and the segments turn amber, add DEF as soon as possible. For a guide on how much DEF to add, see *Diesel Exhaust Fluid* ⇨ *11*.

Fuel Filter Life Remaining: Displays an estimate of the remaining fuel filter life. If 90% Fuel Filter Life Remaining is displayed, it means 90% of the current fuel filter life remains. The fuel filter life system will alert when to change the fuel filter on a schedule consistent with your driving conditions.

When the remaining fuel filter life is low, the CHANGE FUEL FILTER message will appear on the display. Change the fuel filter as soon as possible.

Fuel Filter Life Reset (Pickup only): Reset the Fuel Filter Life Remaining display after each fuel filter change. It will not reset itself. Also, be careful not to reset the display at any time other than when the fuel filter has just been changed because it cannot be reset accurately until the next fuel filter change. The fuel filter life will change to 100% when the system has been reset. To reset the system on the DIC, press the thumbwheel and then select Yes to confirm.

Engine Air Filter Life: Displays an estimate of the remaining engine air filter life and the state of the system. Engine Air Filter Life 95% means 95% of the current air filter life remains. Messages will display based on the engine air filter life and the state of the system. When the REPLACE AT NEXT OIL CHANGE message displays, the engine air filter should be replaced at the time of the next oil change. When the REPLACE SOON message displays, the engine air filter should be replaced at the earliest convenience. The Air Filter Life display must be reset after the engine air filter replacement. To reset, see *Engine Air Filter Life System* ⇨ *28*.

Vehicle Status (SUV only)

The Vehicle Status is in the infotainment display. The Vehicle Status comes on when the ignition is on.

A Duramax diesel vehicle may have the following additional Vehicle Status option items:

Diesel Exhaust Fluid (DEF): Displays the Diesel Exhaust Fluid (DEF) level as a bar graph with individual segments that illuminate from Empty (0) to Full (1). When LOW appears on the display and the segments turn amber, add DEF as soon as possible. For a guide on how much DEF to add, see Diesel Exhaust Fluid.

Add to Driver Display may be chosen.

Fuel Filter Life: Displays an estimate of the remaining fuel filter life. If 90% Fuel Filter Life Remaining is displayed, it means 90% of the current fuel filter life remains. The fuel filter life system will alert when to change the fuel filter on a schedule consistent with your driving conditions.

When the remaining fuel filter life is low, the CHANGE SOON message will appear on the display. Change the fuel filter as soon as possible.

The following options may be chosen: Reset, and Add to Driver Display. Reset the Fuel Filter Life Remaining display after each fuel filter change. It will not reset itself. Also, be careful not to reset the display at any time other than when the fuel filter has just been changed because it cannot be reset accurately until the next fuel filter change. The fuel filter life will change to 100% when the system has been reset. To reset the system, touch RESET and then select RESET to confirm.

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Starting and Operating

Starting the Diesel Engine

The diesel engine starts differently than a gasoline engine.

Place the vehicle in P (Park) or N (Neutral). To restart the engine when the vehicle is already moving, use N (Neutral) only.

Caution
Do not try to shift to P (Park) if the vehicle is moving. If you do, you could damage the transmission. Shift to P (Park) only when the vehicle is stopped.

Starting the Engine

1. Place your foot on the brake and press ENGINE START/STOP.

   Observe the wait-to-start light. See *Wait-to-Start Light* ⇨ *4*. This light may not come on if the engine is warm.

2. The wait-to-start light may be illuminated, depending on temperature conditions. There will be a delay in engine cranking after pressing ENGINE START/STOP based on temperature conditions. In extremely cold temperatures the delay will be longer. At the end of the delay the engine will begin to crank and will continue to crank until the engine starts.

Caution
If the wait-to-start light stays on after starting the vehicle, the vehicle may not run properly. Have the vehicle serviced right away.

3. If the engine does not start after 15 seconds of cranking, turn the ignition off. Wait one minute for the cranking motor to cool, then try the same steps again.

If you are trying to start the engine after you have run out of fuel, follow the steps in *Running Out of Fuel* ⇨ *20*.

When the engine is cold, let it run for a few minutes before driving. This lets oil pressure build up. The engine will sound louder when it is cold.

For turbo protection, engine power at speeds above idle may be limited if the engine is cold. This protection can last up to a maximum of 40 seconds at extreme cold coolant and ambient temperatures.

Cold Weather Starting

Use the recommended engine oil when the outside temperature drops below freezing. See *Engine Oil* ⇨ *26*. When the outside temperature drops below –18 °C (0 °F), use of the engine coolant heater is recommended.

If you experience longer cranking times, notice an unusual amount of exhaust smoke, or are at higher elevations (over 2 135 m or 7,000 ft), you may use the engine heater. See "Engine Heater" in the owner's manual.

See *Fuel for Diesel Engines* ⇨ *15* for information on what fuel to use in cold weather.

If the Diesel Engine Will Not Start

If the vehicle runs out of fuel, see *Running Out of Fuel* ⇨ *20*.

If the vehicle is not out of fuel, and the engine will not start, place your foot on the brake and press ENGINE START/STOP.

- If the wait-to-start light does not go off, wait a few seconds, then try starting the engine again. See your dealer as soon as possible for a starting system check.
- If the wait-to-start light comes on and then goes off and you know the battery is charged, but the engine still will not start, the vehicle needs service.
- If the wait-to-start light does not come on when the engine is cold, the vehicle needs service.
- If the battery does not have enough charge to start the engine, see "Battery" in the owner's manual.
- Check that the correct engine oil has been used and changed at appropriate intervals. If the wrong oil is used, the engine may be harder to start.
- Be sure to use the proper fuel for existing weather conditions. See *Fuel for Diesel Engines* ⇨ *15*.
- If the engine starts, runs a short time, then stops, the vehicle needs service.

⚠ Warning

Do not use gasoline or starting aids, such as ether, in the air intake. They could damage the engine, which may not be covered

(Continued)

Warning (Continued)

by the vehicle warranty. They could also cause a fire, which could cause serious personal injury.

Engine Idle Variations

Under certain conditions the engine idle speed can vary or be elevated. Change in idle speed is normal and does not indicate a problem. Normal conditions that can raise idle speed are low voltage, DPF regeneration, air conditioning compressor loads, and engine warmup. These speeds can range from approximately 600 to 1000 rpm.

Extended Parking

This vehicle is not equipped with an automatic engine shutdown feature.

Diesel Particulate Filter

The exhaust system has a Diesel Particulate Filter (DPF) to reduce vehicle emissions. On some exhaust systems with a DPF, the exhaust cooler mixes air with the exhaust to lower the temperature before it leaves the tailpipe.

The DPF, the tailpipe, and other exhaust system components must not be altered. Inspect regularly and clean any mud or dirt from the exhaust cooler, especially where the exhaust cooler connects to the tailpipe and the openings where fresh air enters the cooler.

The DPF will clean itself as part of normal operation. Several factors including fuel consumed, hours of engine operation, and miles driven are monitored by the Engine Control Module (ECM). The self-cleaning occurs approximately once per tank of fuel.

Vehicles with the DPF have specific fuel and engine oil requirements. See *Fuel for Diesel Engines* ⇨ *15* and *Engine Oil* ⇨ *26*.

Caution

Damage can occur to the DPF components if the required Ultra Low Sulfur Diesel (15 ppm sulfur maximum) fuel and engine oil specified in the Recommended Fluids and Lubricants section of this manual are not used. This damage would not be covered by the vehicle warranty.

Under certain conditions, such as idling or very short trips, the self-cleaning process has less efficiency and cannot be completed.

To resolve this, continue driving safely at a steady speed as close to the posted speed limit as possible, preferably without stopping, until the message turns off. This can take up to 30 minutes.

⚠ Warning

During DPF self cleaning or during extended idling in P (Park), the exhaust system and exhaust gases are very hot. Things that burn could touch hot exhaust parts under the vehicle and ignite. You or others could be burned. Do not park, or idle for an extended period of time, near or over papers, leaves, dry grass, or other things that can burn. Keep the exhaust area clear of material that could ignite or burn. See "Parking over Things That Burn" in the owner's manual.

Caution

Avoid extended idling because the DPF system is not capable of self-cleaning at idle. During extended idling, monitor the instrument cluster lights and DIC for messages and take appropriate action. Continued idling with the warning light/message on could cause damage to the DPF requiring repair and possible replacement that might not be covered by the vehicle warranty.

During self-cleaning there will be a change in the exhaust sound and engine idle speed. Along with this, a burning smell and reduction in fuel economy may be noticed. This is normal.

If the vehicle is idled or driven on very short trips with the DPF warning message on and the exhaust filter is not cleaned as required, the malfunction indicator light and a DIC message will display. See your dealer. Also see *Malfunction Indicator Light (Check Engine Light)* ⇨ *3*.

See *Accessories and Modifications* ⇨ *24* if you are adding accessories or modifying the vehicle.

Manual Regeneration of Diesel Particulate Filter

This feature is only available on Fleet and Commercial vehicles.

To verify that the vehicle has this feature, refer to the Vehicle Service Parts Identification label (SPID) for RPO code FPF or see www.gmupfitter.com to contact the GM Upfitter Integration Group.

If equipped, this feature allows for manual cleaning/regeneration of the DPF when it is unable to clean itself. It may be necessary to perform manual regeneration if driving conditions — such as extended slow speed, stop-and-go traffic, extended idling, short drive cycles, or stationary PTO operation — prevent DPF self-cleaning.

Manual regeneration can only be used on most vehicles when the DPF has become at least 90% full. At 100% full, it will attempt to automatically self-clean if proper driving conditions are met. The DPF will clean itself if the vehicle can be driven for about 30 minutes.

A DIC message displays when manual regeneration is possible.

Scroll through the DIC pages to find the Exhaust Cleaning menu. Depending on whether the vehicle has a base or uplevel cluster, it may be under the Settings menu.

If the vehicle cannot be stopped when the DIC message first indicates cleaning is available, automatic self-cleaning may have begun. If conditions cannot be met for self-cleaning to complete, and manual regeneration is selected, it may take up to four minutes for the system to switch to manual regeneration. When the switch occurs, a DIC message prompts to start the cleaning process.

⚠ Warning

Do not leave the vehicle during the regeneration.

Make sure that there are no flammable materials near the muffler, DPF, and exhaust pipe which may result in a fire.

The temperature of exhaust gases is high enough to burn you. You and others could be seriously injured.

Before starting manual regeneration, make sure all of the following safety conditions are met:

- The vehicle is parked on level ground, away from any flammable materials.
- The vehicle is parked outdoors, away from any walls or buildings.
- The vehicle is at least 3 m (10 ft) from any obstructions or materials that may combust or melt.
- The shift lever is in P (Park).
- The fuel tank is at least one-eighth full.
- All fluids are at the proper level.
- No diagnostic trouble codes have been set, and the malfunction indicator light is not on.
- The engine coolant temperature is above 71 °C (160 °F).

After making sure all safety conditions have been met, press the trip odometer reset stem or thumbwheel on the steering wheel for at least one second to select Start on the infotainment display.

Follow the instructions in the DIC messages. Touch ACCEPT to acknowledge that all of these safety conditions have been met and to activate regeneration.

If the infotainment display returns to the previous screen, then one or more of the necessary safety conditions has not been met. If you cannot determine which condition has not been met, see www.gmupfitter.com to contact the GM Upfitter Integration Group.

Continue to follow the instructions in the DIC messages. Hold the exhaust brake switch on the center stack below the climate controls for more than three seconds, and then release it, to begin the regeneration process.

If the EXHAUST BRAKE ON message displays, then the switch was released too soon. Press it again to turn off the exhaust brake, then try again when the DIC message prompts.

When manual regeneration begins, the engine speed increases, the engine cooling fan sound increases, and a DIC message indicates that cleaning is in progress.

A DIC message will display when cleaning is complete. Cleaning could take up to 30 minutes. Upon completion, the engine will return to normal idle, but exhaust components will remain hot for several minutes. Do not move the vehicle until the exhaust has had time to cool. Manual regeneration can be canceled at any time by pressing the brake pedal or by turning the engine off. Unusual noises may be heard if regeneration is interrupted.

Diesel Exhaust Fluid

⚠ Warning

Avoid getting Diesel Exhaust Fluid (DEF) on your skin or in your eyes as it could cause irritation. For more safety, handling, and storage information, see the Diesel Exhaust Fluid container label.

Caution

Use only DEF that is GM approved, or fluid containing the API certified or ISO 22241 label. The use of other fluids could damage the system, requiring costly repairs that will not be covered by the vehicle warranty.

Caution

Do not mix fuel with DEF. Do not put DEF in the fuel tank or fuel in the DEF tank. This will lead to costly repairs that will not be covered by the vehicle warranty. In the event of a misfill, do not operate the vehicle and have the vehicle towed for service.

Diesel Exhaust Fluid (DEF) is used with diesel engines to reduce the amount of regulated emissions produced. Products such as AdBlue are types of DEF. The fluid level in the DEF tank must be maintained for the vehicle to run properly. DEF is not a fuel additive. DEF freezes when exposed to temperatures below −11 °C (12 °F). For DEF tank capacity see *Capacities and Specifications* ⇨ *45*.

It is normal to hear the DEF system purge fluid back into the tank after the vehicle is shut off.

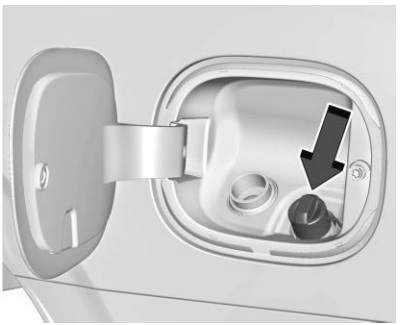
Locating Diesel Exhaust Fluid

DEF can be purchased at your authorized dealers. Additionally, some diesel truck fueling stations or retailers may have DEF for purchase. For vehicles with an active OnStar or connected services plan, OnStar can help to locate a DEF retailer. See “Customer Assistance Offices”

in the owner's manual for phone numbers to assist in contacting a GM dealer. See *Recommended Fluids and Lubricants* ⇨ *42*.

Filling the DEF Tank

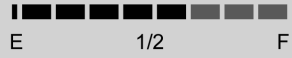
Caution
Do not overfill the DEF tank and do not allow DEF to contact the finished surfaces of the vehicle, as it could damage the vehicle finish. If DEF is spilled during filling, wipe any affected surface with a damp cloth.



Pickup Shown, SUV Similar

The blue DEF cap is behind the fuel/DEF door. Fill diesel fuel and DEF independently. Turn the DEF cap counterclockwise to remove.

In cold conditions DEF can freeze in the DEF fill pipe opening. If this prevents the filling of the DEF tank, place the vehicle in a warm garage overnight.

DEF Gauge Indication	Approximate minimum volume of DEF that can be added *
	0 L (0 Gal)
	1.5 L (0.5 Gal)
	3.5 L (1 Gal)
	6 L (1.5 Gal)
	8 L (2 Gal)
	10.5 L (2.5 Gal)
	12.5 L (3 Gal)
	15 L (4 Gal)
* Final gauge reading after fill may not illuminate all segments	

Example Shown, Actual Gauge May Vary

Fill the DEF tank on level ground and with the vehicle off. When adding DEF, it is recommended to fully fill the DEF tank. For DEF tank capacity see *Capacities and Specifications* ⇨ *45*. When adding DEF to an empty or very low tank, always add at least 7.5L (2 gal) of fluid to release the vehicle from speed limitation.

If DEF is added under freezing conditions it may require less fluid to fill the DEF tank.

If using a bottle or jug to refill DEF, follow the instructions on the container label and use a dedicated fill aid.

1. Turn the DEF cap counterclockwise and remove the cap.
2. When fluid reaches the top of the DEF fill pipe, stop filling. Do not top off the DEF tank.
3. When replacing the DEF cap, turn it clockwise until it clicks. Make sure the cap is fully installed.
4. Close the fuel/DEF door.

DEF Low

As the DEF level drops, warnings will automatically be displayed in the Driver Information Center. Select Vehicle Information in the Driver Information Center to view DEF level status. See *Driver Information Center (DIC)* ⇨ *5*.

Refill the DEF tank at the first opportunity after a low warning indication to avoid further warnings and vehicle speed limitations.

The Driver Information Center warning message indicating DEF range initially displays at approximately 800 km (500 mi). This warning message appears again when the remaining range reaches approximately 500 km (300 mi) and will appear each time the vehicle is started. When the remaining range reaches approximately 120 km (75 mi), a "DEF Range Low" warning will appear.

When "DEF Range Very Low" appears in the Driver Information Center, a reserve countdown of 400 km (250 mi) will be initiated before the following speed limitation schedule begins:

1. Vehicle speed limited to 104 km/h (65 mph) for 120 km (75 mi)
2. Vehicle speed limited to 88 km/h (55 mph) for 120 km (75 mi)
3. Final speed limitation of 8 km/h (5 mph) along with flashing warning lights and chimes

DEF consumption is influenced by how the vehicle is used. When operating the vehicle under heavy load conditions, such as during towing, the DEF consumption rate will increase, and the DEF range warning messages may appear earlier than anticipated.

After refilling the DEF tank, it may take some time while driving for the vehicle to detect that DEF has been added. If there was a vehicle speed limitation, it will be removed gradually, and it may take several kilometers/miles for the Driver Information Center message to update.

If DEF is added below −11 °C (12 °F), additional driving time may be required to remove speed limitations.

For the DEF warning light symbol, see *Diesel Exhaust Fluid (DEF) Warning Light* ⇨ *5*.

DEF Quality Poor

Use only DEF that is GM approved, or fluid containing the API certified or ISO 22241 label.

DEF has an expiration date. If the system detects poor quality, or contaminated or diluted DEF, a Driver Information Center message will display along with distance until vehicle speed is limited.

The speed limitation will occur in a series of steps with the final speed limitation being 8 km/h (5 mph) along with a flashing warning light and chimes.

Adding fresh DEF to the system may resolve the problem after several kilometers/miles of driving, depending on several factors. If the Driver Information Center message persists, see your dealer or additional Driver Information Center messages may display.

Service DEF System

If a problem occurs with the DEF system, a Driver Information Center message displays along with distance until vehicle speed is limited.

The speed limitation will occur in a series of steps with the final speed limitation being 8 km/h (5 mph) along with a flashing warning light and chimes.

In some cases, this message will clear itself, indicating that the DEF system was able to correct the condition. If the Driver Information Center message persists, see your dealer or additional Driver Information Center messages may display.

Service Emission System

If a problem occurs with the vehicle emission system, a Driver Information Center message displays along with distance until vehicle speed is limited. The speed limitation will

occur in a series of steps with the final speed limitation of 88 km/h (55 mph) and chimes. In some cases, this message will clear itself, indicating that the emission system was able to correct the condition. If the Driver Information Center message persists, see your dealer or additional Driver Information Center messages may display.

Brakes

Exhaust Brake

Exhaust braking is automatically activated when Tow/Haul Mode is selected. It maintains the vehicle's speed by automatically implementing a shift pattern that uses the engine and the transmission to slow the vehicle. The system will command downshifts and use the turbocharger on the engine to reduce the vehicle's speed when the brake is applied. The normal tow/haul shift pattern will return once the vehicle is on a low grade or when the accelerator pedal is pressed.

While in the Electronic Range Select (ERS) Mode, grade braking is deactivated, allowing the driver to select a range and limiting the highest gear available. See "Manual Mode" in the owner's manual.

Fuel

Top Tier Fuel

GM recommends the use of TOP TIER Approved Diesel Fuel to keep the engine clean, reduce engine deposits, and maintain optimal vehicle performance. Look for the TOP TIER Logo or see www.toptiergas.com for a list of TOP TIER Approved Diesel Fuel marketers and applicable countries.





Fuel Additives

TOP TIER Detergent Diesel is highly recommended for use with your vehicle. If your area does not have TOP TIER Detergent Diesel, GM recommends the use of ACDelco Fuel System Cleaner. This will help maintain optimal engine performance. GM does not recommend other aftermarket diesel additives.

If low-quality diesel is used for refueling, GM recommends adding ACDelco Fuel System Cleaner to help clean engine deposits. This is available at your GM dealer.

Fuel for Diesel Engines

The selection of a high-quality fuel is important for maintaining optimum vehicle performance. Diesel fuel should meet or exceed the minimum requirements in the most current versions of the local fuel standards.

Use Ultra Low Sulfur Fuel, which refers to fuel with less than 15 ppm sulfur.

Do not use a diesel blend containing more than 20% biodiesel by volume.

Caution

Use of fuel that does not comply with the required technical standards can lead to engine power loss, increased wear, or engine damage and may void your warranty.

Some improper fuels are:

- Diesel fuel with the addition of gasoline.
- Diesel fuel mixed with engine oil or automatic transmission fluid.
- Triglyceride fuels, such as raw vegetable oil or animal fat, in any form, including with blends of diesel or biodiesel.
- Marine diesel fuel and fuel oils.
- Diesel-water emulsions, such as Aquazole.
- Aftermarket diesel fuel additives, which contain alcohols, organo-metallic additives, or water emulsifiers.

Caution

If the vehicle is accidentally refueled with gasoline, do not continue driving the vehicle. Driving the vehicle will damage the fuel system. Have the vehicle towed to a qualified technician to have the gasoline removed from the tank and fuel system. Refuel with Ultra Low Sulfur Diesel fuel. It is also recommended to have the fuel system flushed with Ultra Low Sulfur Diesel, to ensure all gasoline is removed.

Some conditions, such as dirty fuel, may decrease fuel filter life and a CHANGE FUEL FILTER message may come on in the Driver Information Center (DIC).

Climate Grade Diesel Fuels

At temperatures below 0 °C (32 °F), avoid using biodiesel blends above 5% by volume. Using such a fuel may cause fuel filter plugging, system gelling, and freezing, which may adversely impact vehicle starting.

Severe winter grade diesel fuel, such as 1-D diesel fuel or Arctic grade diesel fuel, can be used in extreme cold temperatures (below −18 °C or 0 °F); however, doing so will reduce power and fuel economy. Avoid using severe winter grade fuel in warm or hot climates. It can result in stalling, poor starting, and damage to the fuel injection system.

Fuels improperly blended for cold temperature operation may result in restricted fuel filters. The vehicle is equipped with a fuel heating system to prevent gelling or waxing of conventional diesel fuel and biodiesel blends, but may not prevent all cases.

In case of severe winter conditions, the fuel filter may become clogged by wax naturally present in the fuel. To unclog it, move the vehicle to a warm garage area and allow the filter to warm up. The fuel filter may need to be replaced. See *Fuel Filter Replacement* ⇨ *20*.

Biodiesel

Biodiesel is a renewable fuel produced from vegetable oils or animal fats that have been chemically modified to make it compatible with diesel fuel.

Caution
Do not use home-made biodiesel or home test kits because the quality cannot be verified by approved scientific methods. Do not use raw vegetable oil or other unmodified bio-oils, fats, or blends of vegetable oil with diesel. They could damage the fuel system and engine, and damages would not be covered by the vehicle warranty.

Biodiesel Blends

Fuels with a biodiesel content up to 20% by volume may be used (e.g., named B20). Only use biodiesel blends up to 20% by volume that comply with your country's or region's fuel standards.

Caution
Do not use blends containing more than 20% biodiesel. Any engine, fuel system, or exhaust after-treatment system damage would not be covered by the vehicle warranty.

As a renewable fuel, biodiesel provides some environmental benefits. However, biodiesel has unique properties and needs to be handled differently than diesel fuel. Its use presents additional risks and may not be appropriate in all situations. Certain vehicle operating modes increase these risks and should be avoided.

Biodiesel fuel quality degrades with time and exposure to high temperature quicker than Ultra Low Sulfur Diesel fuel. More frequent refueling provides the best opportunity to have a supply of fresh fuel. Storage at hot ambient temperatures will accelerate biodiesel degradation.

If the vehicle is not driven often and uses little fuel, or if it is stored for extended periods of time, avoid the use of biodiesel blended fuels above 5% by volume. When the vehicle is stored for longer than one month, it should be run out of biodiesel to below one-quarter tank, refueled with biodiesel-free fuel, and driven several kilometers (miles) before storage.

Cold Weather Operation

In cold weather, the fuel filter may become clogged by wax naturally present in the fuel. To unclog it, move the vehicle to a warm garage area and allow the filter to warm up. The fuel filter may need to be replaced. See *Fuel Filter Replacement* ⇨ *20*.

At temperatures below 0 °C (32 °F), it is recommended to avoid using biodiesel blends above 5% blend. This blend may cause fuel filter plugging, system gelling, and freezing that may affect vehicle starting. You may need to turn the ignition on and off a few times before the vehicle will start. Also, idle the vehicle for a couple of minutes before accelerating.

It is recommended to use Ultra Low Sulfur No. 1-D diesel fuel or a blend of No. 1-D and No. 2-D diesel fuel to enhance vehicle operation in cold weather at temperatures below 0 °C (32 °F). Use of No. 1-D diesel fuel may lower the fuel economy. For additional information for better cold weather operation, see "Engine Heater" in the owner's manual.

Water in Fuel

⚠ Warning

Diesel fuel containing water is still combustible. You or others could be burned. If the fuel needs to be drained, keep sparks, flames, and smoking materials away from the mixture.

Caution

Water in the diesel fuel can corrode internal components of the fuel system and lead to severe damage. It can also support fungus or bacteria growth, which can damage the fuel system. Even with a diesel fuel biocide, the fuel system may still need to be cleaned. Your dealer can advise of the appropriate solution.

If the fuel tank needs to be purged to remove water, see your dealer or a qualified technician. Improper purging can damage the fuel system.

Improper fuel tank inspection or cleaning, or contaminated fuel from suppliers, can cause water to be pumped into the fuel tank along with the diesel fuel. If a WATER IN FUEL SERVICE REQUIRED message displays, the water must be drained immediately.

Water in Fuel Troubleshooting

Caution

Driving with this message on can damage the fuel injection system and the engine. If the message comes on right after a refuel, water was pumped into the fuel tank. Turn off the engine and drain the water immediately.

If the WATER IN FUEL SERVICE REQUIRED message comes on:

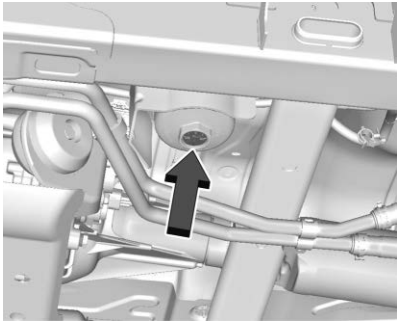
Problem	Recommended Action
Message displays but goes off during the ignition cycle.	The fuel filter is partially filled with water. Drain the water as soon as possible. See "Removing Water from the Fuel Filter" following.
Message displays and stays on.	Drain the fuel filter immediately. If no water can be drained, and the temperature is below freezing, then water may be frozen in the filter. Move the vehicle to a warm location to thaw the water, then drain the fuel. If

Problem	Recommended Action
	water still does not drain, see your dealer.
Immediately after refueling, message displays and stays on.	A large amount of water is in the fuel tank. Drain the fuel filter immediately. If the message stays on or comes back on without refueling, then fuel tank purging is required. See your dealer. If the message displays and the engine stalls or runs rough, do not drive until the water contaminated fuel is drained.

Removing Water from the Fuel Filter

To drain water:

1. Turn the engine off and apply the parking brake.



2. Place a container under the filter drain valve. The filter drain valve is on the bottom of the fuel filter. The filter drain valve is under the vehicle on the driver side, inside the frame rail.
3. Open the drain valve by turning it counterclockwise. Allow the filter to drain until all of the water has been removed. Close the valve. Torque the valve to 2 N•m (18 in lb). Excessive torque can damage the seal.
4. Properly dispose of the water contaminated fuel.
5. Start the engine and let it run for a few minutes. During the draining process, air may have entered the fuel system. If the engine stalls, the fuel system may need to be primed. See “Fuel Priming” following.

Fuel Priming

For the fuel system to work properly, the fuel lines must be full of fuel. If air gets in, the fuel lines need to be primed before operating the vehicle.

If air is present, the following may have happened:

- The vehicle ran out of fuel.
- The fuel filter was removed.
- The fuel lines were removed or disconnected.
- The fuel filter water drain valve was opened while the engine was running.

Priming the Fuel System

There is an electric priming pump that will bring fuel to the engine and eliminate air in the fuel lines. To prime the engine:

1. Correct any condition that caused the loss of prime.

2. Turn the ignition on for 30 seconds. Do not start the engine. The fuel pump will start priming.
3. Turn the ignition off, then back on, and crank the engine for 15 seconds.
4. If the engine does not start, repeat Steps 2 and 3 until the engine starts.

   If the engine does not start after repeating Steps 2 and 3 three times, turn the ignition off for 60 seconds.
5. Repeat the above steps until the engine starts.
6. If the engine starts, but does not run smoothly, increase the engine speed slightly.
7. If the engine starts and runs but stalls again, turn the ignition off for 60 seconds.
8. When the engine starts, let it idle for a few minutes and check the filter for any leaks.

Running Out of Fuel

⚠ Warning

Diesel fuel is combustible. It could start a fire if it gets on hot engine parts. You could be burned. Catch any fuel from the air bleed valve, and wipe up any spilled fuel with a cloth.

If the engine has stalled due to running out of fuel, try the following steps to restart it:

1. If parked on a level surface, add at least 7.6 L (2 gal) of fuel. Up to 18.9 L (5 gal) may be needed if parked on a slope.
2. Follow the fuel priming procedure earlier in this section to prime the fuel filter.
3. Turn the ignition to START for 10 to 15 seconds at a time until the engine starts. If the engine tries to run, but does not run smoothly, increase the rpm slightly by using the accelerator pedal. This will help force air through the system.
4. Return to Step 2 if the engine stalls and will not restart.
5. After a few attempts, if the engine still does not start, see your dealer.

Fuel Filter Replacement

⚠ Warning

Diesel fuel is flammable. It could start a fire if something ignites it, and people could be burned. Do not let it get on hot engine parts, and keep matches or other ignition sources away.

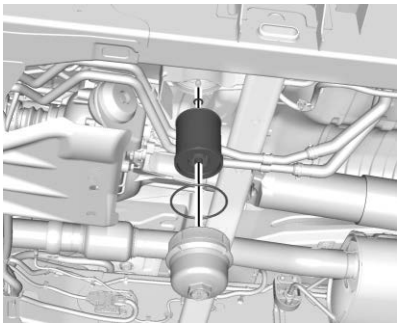
The fuel filter is on the driver side, inside the frame rail.

Prior to opening the filter and cap assembly or servicing the filter, clean the outside of the cap with a clean rag to ensure no dust or dirt gets inside the filter.

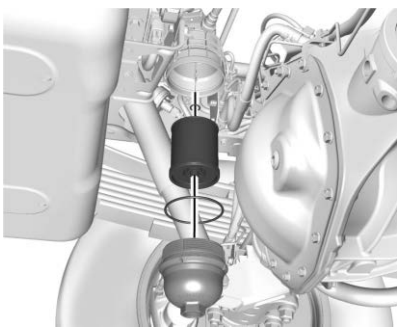
To replace the fuel filter:

1. Apply the parking brake.
2. Drain any water from the filter. See “Removing Water from the Fuel Filter” in *Water in Fuel* ➪ *18*.

   Keep the engine off until the procedure is completed.



Pickup/SUV



Chassis Cab

3. Remove the filter element cap by turning it counterclockwise.
4. Remove the filter element. Inspect the inside of the filter cap and sealing surface. Ensure there is no dirt or debris. Wipe clean if necessary.
5. Install the new filter element and o-ring.
6. Reinstall and tighten the filter cap to the housing. Torque the filter cap to 25 N•m (18 lb ft).
7. Use the fuel filter priming procedure to prime the fuel filter. See "Fuel Priming" in *Water in Fuel* ⇨ *18*.
8. Start the engine and let it idle for five minutes. Check the fuel filter and air bleed valve for leaks.
9. Reset the fuel filter monitor. See *Driver Information Center (DIC)* ⇨ *5*.

Filling the Tank

An arrow on the fuel gauge indicates which side of the vehicle the fuel door is on. See "Fuel Gauge" in the Owner's Manual. Do not refill the diesel fuel and Diesel Exhaust Fluid (DEF) at the same time.

⚠ Warning

Fuel vapors and fuel fires burn violently and can cause injury or death.

Follow these guidelines to help avoid injuries to you and others:

- Read and follow all the instructions on the fuel pump island.
- Turn off the engine when refueling.
- Keep sparks, flames, and smoking materials away from fuel.
- Do not leave the fuel pump unattended.
- Avoid using electronic devices while refueling.
- Do not re-enter the vehicle while pumping fuel.
- Keep children away from the fuel pump and never let children pump fuel.
- Before touching the fill nozzle, touch a metallic object to discharge static electricity from your body.

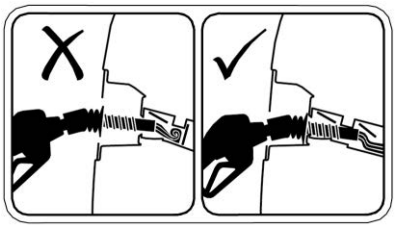
(Continued)

Warning (Continued)

- Fuel can spray out if the fill nozzle is inserted too quickly. This spray can happen if the tank is nearly full, and is more likely in hot weather. Insert the fill nozzle slowly and wait for any hiss noise to stop before beginning to flow fuel.



To open the fuel door, push and release the rearward center edge of the door. The capless refueling system does not have a fuel cap.



The capless system has two internal flapper doors. To prevent fuel spray, insert the nozzle fully to ensure both doors are open before refueling.

⚠ Warning

Overfilling the fuel tank by more than three clicks of a standard fill nozzle may cause:

- Vehicle performance issues, including engine stalling and damage to the fuel system.
- Fuel spills.
- Under certain conditions, fuel fires.

Diesel fuel can foam when filling the tank. The automatic pump nozzle may shut off, even if the tank is not full. Wait for the foaming to stop, and then fill the tank more slowly. Be careful not to spill fuel. Wait five seconds after pumping before removing the fill nozzle. Clean fuel from painted surfaces as soon as possible. See “Exterior Care” under Vehicle Care in the Owner’s Manual. Push the fuel door closed.

⚠ Warning

If a fire starts while you are refueling, do not remove the fill nozzle. Shut off the flow of fuel by shutting off the pump or by notifying the station attendant. Leave the area immediately.

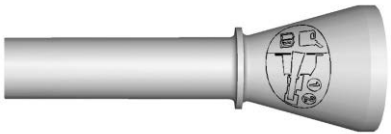
Accidental Refueling with Gasoline

Caution

If the vehicle is accidentally refueled with gasoline, do not continue driving the vehicle except to get to a location where it can be stopped safely. Driving the vehicle will damage the engine. Tow the vehicle for service. Have the gasoline removed from the tank and fuel system.

Filling the Tank with a Portable Fuel Can

If the vehicle runs out of fuel and must be filled from a portable fuel can:



1. Locate the capless funnel adapter.
2. Fully insert the funnel into the capless fuel system.

⚠ Warning

Attempting to refuel from a portable fuel container without using the funnel adapter may cause fuel spillage and damage the capless fuel system. This could cause a fire. You or others could be badly burned and the vehicle could be damaged.

3. Remove and clean the funnel adapter and return it to the storage location.

Filling a Portable Fuel Container

⚠ Warning

Never fill a portable fuel container while it is in the vehicle. Static electricity discharge from the container can ignite the fuel vapor. You or others could be badly burned and the vehicle could be damaged. To help avoid injury to you and others:

- Dispense fuel only into approved containers.
- Do not fill a container while it is inside a vehicle, in a vehicle's trunk, in a pickup bed, or on any surface other than the ground.
- Bring the fill nozzle in contact with the inside of the fill opening before operating the nozzle. Maintain contact until filling is complete.
- Keep sparks, flames, and smoking materials away from fuel.
- Avoid using electronic devices while pumping fuel.

(Continued)

Warning (Continued)

- When transporting a fuel container or other material that can catch fire in the truck bed, secure the container to prevent spills.

Vehicle Care

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General Information

Accessories and Modifications

Adding non-dealer accessories or making modifications to the vehicle can affect vehicle performance and safety, including such things as airbags, braking, stability, ride and handling, emissions systems, aerodynamics, durability, Driver Assistance Systems, and electronic systems like antilock brakes, traction control, and stability control. These accessories or modifications could even cause malfunction or damage not covered by the vehicle warranty.

Damage to vehicle components resulting from modifications or the installation or use of non-GM certified parts, including control module or software modifications, is not covered under the terms of the vehicle warranty and may affect remaining warranty coverage for affected parts.

GM Accessories are designed to complement and function with other systems on the vehicle. See your dealer to accessorize the vehicle using genuine GM Accessories installed by a dealer technician.

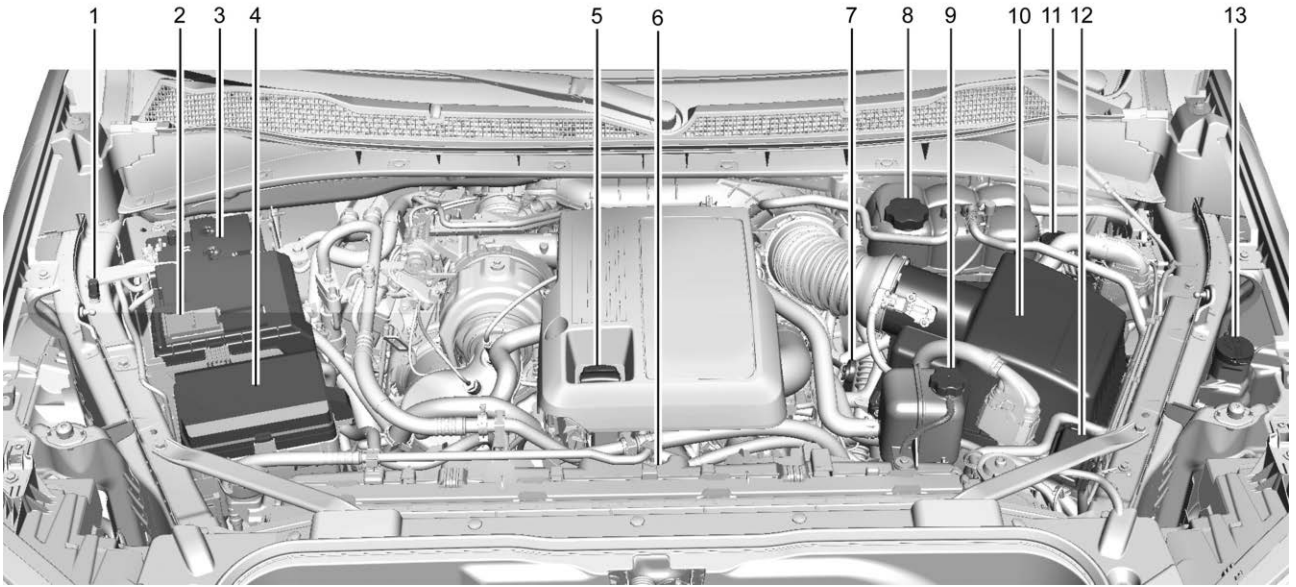
See the warranty manual.

Aftermarket Engine Performance Enhancement Products and Modifications

Some aftermarket engine performance products and modifications promise a way to increase the horsepower and torque levels of the vehicle's powertrain. You should be aware that these products could have harmful effects on the performance and life of the engine, exhaust emission system, transmission, and drivetrain. The engines, transmissions, and drivetrains have been designed and built to offer industry leading durability and performance in the most demanding applications. Engine power enhancement products may enable the engine to operate at horsepower and torque levels that could damage, create failure, or reduce the life of the engine, engine emission system, transmission, and drivetrain. Damage, failure, or reduced life of the engine, transmission, emission system, drivetrain, or other vehicle components caused by aftermarket engine performance enhancement products or modifications might not be covered under the vehicle warranty.

Vehicle Checks

Engine Compartment Overview



3.0L LZ0 Engine

1. Remote Negative (-) Ground Terminal
2. Positive (+) Terminal
3. Battery
4. Engine Compartment Fuse Block
5. Engine Oil Fill Cap
6. Engine Fan (Out of View)
7. Engine Oil Dipstick
8. Engine Coolant Surge Tank and Pressure Cap
9. Charge Air Coolant Surge Tank and Pressure Cap
10. Engine Air Cleaner/Filter
11. Brake Fluid Reservoir
12. Auxiliary Fuse Block
13. Windshield Washer Fluid Reservoir

Engine Oil

To ensure proper engine performance and long life, careful attention must be paid to engine oil. Following these simple, but important steps will help protect your investment:

- Use engine oil approved to the proper specification and of the proper viscosity grade. See "Selecting the Right Engine Oil" in this section.
- Check the engine oil level regularly and maintain the proper oil level. See "Checking Engine Oil" and "When to Add Engine Oil" in this section.
- Change the engine oil at the appropriate time. See "Engine Oil Life System" in the owner's manual.
- Always dispose of engine oil properly. See "What to Do with Used Oil" in this section.

Checking Engine Oil

Check the engine oil level regularly, every 650 km (400 mi), especially prior to a long trip. The engine oil dipstick handle is a loop. See *Engine Compartment Overview* ⇨ *25* for the location.

⚠ Warning

The engine oil dipstick handle may be hot; it could burn you. Use a towel or glove to touch the dipstick handle.

If a low oil Driver Information Center (DIC) message displays, check the oil level.

Follow these guidelines:

- To get an accurate reading, park the vehicle on level ground. Check the engine oil level after the engine has been off for at least two hours. Checking the engine oil level on steep grades or too soon after engine shutoff can result in incorrect readings. Accuracy improves when checking a cold engine prior to starting. Remove the dipstick and check the level.
- If unable to wait two hours, the engine must be off for at least 15 minutes if the engine is warm, or at least 30 minutes if the engine is not warm. Pull out the dipstick, wipe it with a clean paper towel or cloth, then push it back in all the way. Remove it again, keeping the tip down, and check the level.

When to Add Engine Oil



If the oil is below the cross-hatched area at the tip of the dipstick and the engine has been off for at least 15 minutes, add 1 L (1 qt) of the recommended oil and then recheck the level. See "Selecting the Right Engine Oil" later in this section for an explanation of what kind of oil to use. For engine oil crankcase capacity, see *Capacities and Specifications* ⇨ *45*.

Caution

Do not add too much oil. Oil levels above or below the acceptable operating range shown on the dipstick are harmful to the engine. If the oil level is above the operating range (i.e., the engine has so much oil that the oil level gets above the cross-hatched area that shows the proper operating range), the engine could be damaged. Drain

(Continued)

Caution (Continued)

the excess oil or limit driving of the vehicle, and seek a service professional to remove the excess oil.

See *Engine Compartment Overview* ⇨ *25* for the location of the engine oil fill cap.

Be sure to add enough oil to put the level somewhere in the proper operating range. Push the dipstick all the way back in when through.

Selecting the Right Engine Oil

Selecting the right engine oil depends on both the proper oil specification and viscosity grade. See *Recommended Fluids and Lubricants* ⇨ *42*.

Specification

Use engine oils that meet the dexosD specification. Engine oils that have been approved by GM as meeting the dexosD specification are marked with the dexosD approved logo. See www.gmdexos.com.

dexosD DIESEL

Caution

Failure to use the recommended engine oil or equivalent can result in engine damage not covered by the vehicle warranty.

Viscosity Grade

Use SAE 0W-20 viscosity grade engine oil.

When selecting an oil of the appropriate viscosity grade, it is recommended to select an oil of the correct specification. See "Specification" earlier in this section.

Engine Oil Additives/Engine Oil Flushes

Do not add anything to the oil. The recommended oils meeting the dexos specification are all that is needed for good performance and engine protection.

Engine oil system flushes are not recommended and could cause engine damage not covered by the vehicle warranty.

What to Do with Used Oil

Used engine oil contains certain elements that can be unhealthy for your skin and could even cause cancer. Do not let used oil stay on your skin for very long. Clean your skin and nails with soap and water, or a good hand cleaner. Wash or properly dispose of clothing or rags containing used engine oil. See the manufacturer's warnings about the use and disposal of oil products.

Used oil can be a threat to the environment. If you change your own oil, be sure to drain all the oil from the filter before disposal. Never dispose of oil by putting it in the trash or pouring it on the ground, into sewers, or into streams or bodies of water. Recycle it by taking it to a place that collects used oil.

Engine Oil Life System

The engine oil life system calculates engine oil life based on vehicle use and displays the CHANGE ENGINE OIL SOON message when it is time to change the engine oil and filter. The oil life system should be reset to 100% only following an oil change. See "Engine Oil Life System" in the owner's manual.

Automatic Transmission Fluid

When to Check and Change

It is not necessary to check the transmission fluid level. A transmission fluid leak is the only reason for fluid loss. If a leak occurs, take the vehicle to your dealer and have it repaired as soon as possible.

There is a special procedure for checking and changing the transmission fluid. Because this procedure is difficult, this should be done at your dealer. Contact your dealer for additional information.

Caution
Use of the incorrect automatic transmission fluid may damage the vehicle, and the damage may not be covered by the vehicle warranty. Always use the correct automatic transmission fluid. See *Recommended Fluids and Lubricants* ⇨ *42*.

Change the fluid and filter at the intervals listed in *Maintenance Schedule* ⇨ *41*, and be sure to use the fluid listed in *Recommended Fluids and Lubricants* ⇨ *42*.

Engine Air Filter Life System

If equipped, this feature provides the engine air filter's remaining life and best timing for a change. The timing to change an engine air filter depends on driving and environmental conditions. See the *Maintenance Schedule* ⇨ *41*

When to Change the Engine Air Filter

Check or replace the engine air filter if vehicle messages indicate inspection or replacement is needed. See your dealer for assistance.

If the Driver Information Center displays a message to check the engine air filter system, see your dealer.

How to Reset the Engine Air Filter Life System

The system must be reset after the engine air filter is changed.

Base Level

To reset:

1. Place the vehicle in P (Park)
2. Display the Air Filter Life on the Driver Information Center. See *Driver Information Center (DIC)* ⇨ *5*.
3. Press ◁ or ▷ on the steering wheel, or press the trip odometer reset stem if the vehicle does not have DIC controls, to move to the Reset/Disable display area. Select Reset, then press the thumbwheel or the reset stem for several seconds.
4. Press the thumbwheel or the reset stem to confirm the reset.

Uplevel

To reset:

1. Place the vehicle in P (Park).
2. On the infotainment home screen, select Vehicle Status > Maintenance > Engine Air Filter Life.

   See *Vehicle Status (SUV only)* ⇨ *5* for instructions on navigating and selecting items.
3. Touch Reset.
4. Touch Yes to confirm.

Engine Air Cleaner/Filter

The engine air cleaner/filter is located in the engine compartment on the driver side of the vehicle. See *Engine Compartment Overview* ⇨ *25* for more information on location.

When to Inspect the Engine Air Cleaner/Filter

If the vehicle is not equipped with the engine air filter life system, see *Maintenance Schedule* ⇨ *41* for intervals on inspecting and replacing the engine air cleaner/filter.

How to Inspect/Replace the Engine Air Cleaner/Filter

⚠ Warning

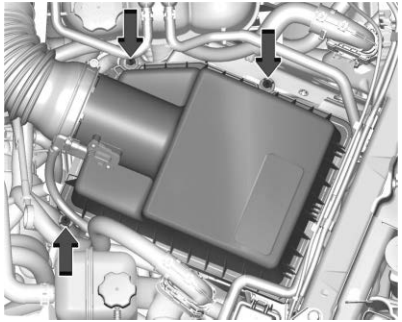
Operating the engine with the air cleaner/filter off can cause you or others to be burned. Use caution when working on the engine. Do not start the engine or drive the vehicle with the air cleaner/filter off, as flames may be present if the engine backfires.

Caution

If the air cleaner/filter is off, dirt can easily get into the engine, which could damage it. Always have the air cleaner/filter in place when driving.

Do not start the engine or have the engine running with the engine air cleaner/filter housing open. Before removing the engine air cleaner/filter, make sure that the engine air cleaner/filter housing and nearby components are free of dirt and debris. Remove the engine air cleaner/filter. Lightly tap and shake the engine air cleaner/filter (away from the vehicle), to release loose dust and dirt. Inspect the engine air cleaner/filter for damage, and replace if damaged. Do not clean the engine air cleaner/filter or components with water or compressed air.

To inspect or replace the air cleaner/filter:



1. Remove the three screws, tilt the cover, and slide it out of the assembly.

⚠ Warning

If part replacement is necessary, the part must be replaced with one of the same part number or with an equivalent part. Use of a replacement part without the same fit, form, and function may result in personal injury or damage to the vehicle.

2. Inspect or replace the engine air cleaner/filter.
3. Lower the cover, slide it into the assembly, then secure with the three screws.
4. If equipped, reset the engine air filter life system after replacing the engine air filter. See *Engine Air Filter Life System* ⇨ *28*.

Cooling System (Engine)

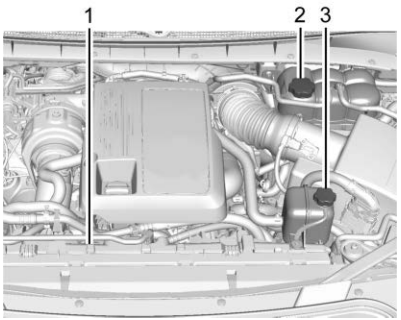
⚠ Warning

An underhood electric fan can start up even when the engine is not running and can cause injury. Keep hands, clothing, and tools away from any underhood electric fan.

⚠ Warning

Do not touch heater or radiator hoses, or other engine parts. They can be very hot and can burn you. Do not run the engine if there is a leak; all coolant could leak out. That could cause an engine fire and can burn you. Fix any leak before driving the vehicle.

The cooling system allows the engine to maintain the correct working temperature.



1. Engine Cooling Fan (Out of View)
2. Engine Coolant Surge Tank and Pressure Cap
3. Charge Air Coolant Surge Tank and Pressure Cap

Engine Coolant

The cooling system in the vehicle is filled with DEX-COOL engine coolant mixture. See *Recommended Fluids and Lubricants* ⇨ *42* and *Maintenance Schedule* ⇨ *41*.

The following explains the cooling system and how to add coolant when it is low. If there is a problem with engine overheating, see *Engine Overheating* ⇨ *35*.

A 50/50 mixture of clean, drinkable water and DEX-COOL coolant will:

- Give freezing protection down to −37 °C (−34 °F).
- Give boiling protection up to 129 °C (265 °F).
- Protect against rust and corrosion.
- Help keep the proper engine temperature.
- Let the warning lights and gauges work as they should.

What to Use

⚠ Warning

Plain water, or other liquids such as alcohol, can boil before the proper coolant mixture will. With plain water or the wrong mixture, the engine could get too hot but there would not be an overheat warning. The engine could catch fire and you or others could be burned.

Caution

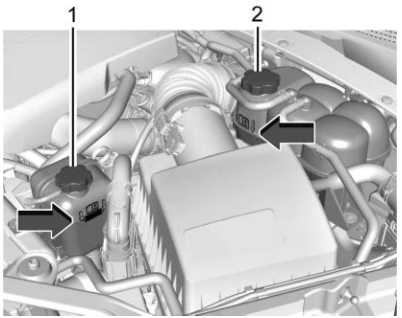
Do not use anything other than a mix of DEX-COOL coolant that meets GM Standard GMW3420 and clean, drinkable water. Anything else can cause damage to the engine cooling system and the vehicle, which would not be covered by the vehicle warranty.

Use a 50/50 mixture of clean, drinkable water and DEX-COOL coolant which will not damage aluminum parts. If using this mixture, nothing else needs to be added.

If coolant has to be added more than four times a year, have your dealer check the vehicle cooling system.

Never dispose of engine coolant by putting it in the trash, or by pouring it on the ground or into sewers, streams, or bodies of water. Have the coolant changed by an authorized service center, familiar with legal requirements regarding used coolant disposal. This will help protect the environment and your health.

Checking Coolant



The engine coolant surge tank (2) is in the engine compartment on the driver side of the vehicle. See *Engine Compartment Overview* ⇨ *25* for location.

The vehicle must be on a level surface. When the engine is cold, the coolant level should be at the indicated mark.

Adding Coolant

Warning

Spilling coolant on hot engine parts can burn you. Coolant contains ethylene glycol and it will burn if the engine parts are hot enough.

Warning

Steam and scalding liquids from a hot cooling system are under pressure. Turning the pressure cap, even a little, can cause them to come out at high speed and you could be burned. Never turn the cap when the cooling system, including the pressure cap, is hot. Wait for the cooling system and pressure cap to cool.

Caution

If the coolant level is too low, engine damage may occur. When changing or adding coolant, fill the coolant surge tank to the indicator mark on the tank. If both tanks are empty, refill the main tank (2) first.

If more coolant is needed, add the proper DEX-COOL coolant mixture at the surge tank, but be careful not to spill it.



Automatic Coolant Fill and Air Removal

This feature assists in filling and removing air from the cooling system after service of components or when coolant is added after being too low.

To activate the fill and air removal process:

1. With a cold system, add coolant to the indicated mark on the surge tank. Leave the pressure cap off until Step 8.
2. Set the ignition to Service Mode. See “Ignition Positions” under “Starting and Operating” in the owner’s manual.
3. Turn off the air conditioning.
4. Set the parking brake.
5. At the same time, press the accelerator and the brake for two seconds, then release.
6. Start the vehicle within five to 10 seconds.
7. For pickup trucks, idle the engine for three minutes while adding coolant as the level drops below the indicated mark on the surge tank.

   For SUVs, run the engine at 1200 rpm (revolutions per minute) for four minutes while adding coolant as the level drops below the indicated mark on the surge tank.

Caution

If the pressure cap is not tightly installed, coolant loss and engine damage may occur. Be sure the cap is properly and tightly secured.

8. For pickup trucks, replace the cap and run the engine at 2500 rpm for 10 minutes while watching the coolant temperature gauge to be sure the temperature is rising but is not overheating. Allow the engine to completely cool down and add coolant to the indicated mark on the surge tank. Process is complete.

   For SUVs, replace the cap and run the engine as follows while watching the coolant temperature gauge to be sure

the temperature is rising but is not overheating. If the surge tank empties during the 3500 rpm portions below, stop the procedure, allow the engine to completely cool down, fill to the indicated mark on the surge tank, and start the procedure over.

– 3500 rpm for four minutes

– 1200 rpm for four minutes

– 3500 rpm for four minutes

Allow the engine to completely cool down and add coolant to the indicated mark on the surge tank. Repeats Steps 2 – 8. Process is complete.

9. If the engine coolant temperature does not rise or is overheating during Step 8, return to idle and shut off the engine. Allow the engine to completely cool down and add coolant to the indicated mark on the surge tank. Repeat Steps 2 – 8.

Cooling System (Charge Air Cooling System)

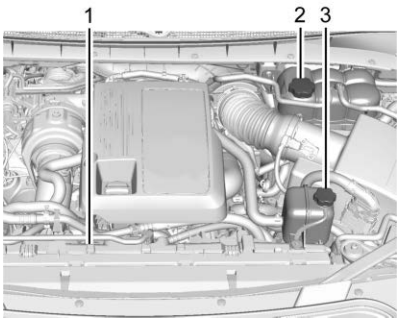
⚠ Warning

An underhood electric fan can start up even when the engine is not running and can cause injury. Keep hands, clothing, and tools away from any underhood electric fan.

⚠ Warning

Do not touch heater or radiator hoses, or other engine parts. They can be very hot and can burn you. Do not run the engine if there is a leak; all coolant could leak out. That could cause an engine fire and can burn you. Fix any leak before driving the vehicle.

The cooling system allows the Charge Air Cooling System to maintain the correct working temperature.



1. Engine Cooling Fan (Out of View)
2. Engine Coolant Surge Tank and Pressure Cap
3. Charge Air Coolant Surge Tank and Pressure Cap

Charge Air Coolant

The charge air cooling system in the vehicle is filled with DEX-COOL engine coolant mixture. See *Recommended Fluids and Lubricants* ⇨ *42* and *Maintenance Schedule* ⇨ *41*.

The following explains the cooling system and how to add coolant when it is low. If there is a problem with engine overheating, see *Engine Overheating* ⇨ *35*.

A 50/50 mixture of clean, drinkable water and DEX-COOL coolant will:

- Give freezing protection down to −37 °C (−34 °F).
- Give boiling protection up to 129 °C (265 °F).
- Protect against rust and corrosion.
- Help keep the proper engine temperature.
- Let the warning lights and gauges work as they should.

What to Use

⚠ Warning

Plain water, or other liquids such as alcohol, can boil before the proper coolant mixture will. With plain water or the wrong mixture, the engine could get too hot but there would not be an overheat warning. The engine could catch fire and you or others could be burned.

Caution

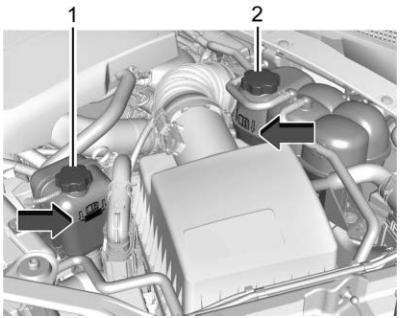
Do not use anything other than a mix of DEX-COOL coolant that meets GM Standard GMW3420 and clean, drinkable water. Anything else can cause damage to the engine cooling system and the vehicle, which would not be covered by the vehicle warranty.

Use a 50/50 mixture of clean, drinkable water and DEX-COOL coolant which will not damage aluminum parts. If using this mixture, nothing else needs to be added.

If coolant has to be added more than four times a year, have your dealer check the vehicle charge air cooling system.

Never dispose of engine coolant by putting it in the trash, or by pouring it on the ground or into sewers, streams, or bodies of water. Have the coolant changed by an authorized service center, familiar with legal requirements regarding used coolant disposal. This will help protect the environment and your health.

Checking Coolant



The charge air coolant surge tank (1) is in the engine compartment on the driver side of the vehicle. See *Engine Compartment Overview* ⇨ *25* for location.

The vehicle must be on a level surface. When the engine is cold, the coolant level should be at the indicated mark.

Adding Coolant

Caution
If the coolant level is too low, engine damage may occur. When changing or adding coolant, fill the coolant surge tank to the indicator mark on the tank. If both tanks are empty, refill the main tank (2) first.

If no coolant is visible in the charge air cooling system surge tank, add coolant as follows:

1. Remove the charge air coolant surge tank pressure cap when the cooling system is cold. Turn the pressure cap slowly counterclockwise about one-half turn. If a hiss is heard, wait for that to stop. A hiss means there is still some pressure left.
2. Keep turning the pressure cap slowly, then remove it.
3. Slowly fill the coolant surge tank. Do not let the coolant level go above the indicated mark on the tank.
4. Activate the Automatic Coolant Fill and Air Removal process:
   - 4.1 Set the ignition to Service Mode. See “Ignition Positions” under “Starting and Operating” in the owner’s manual.
   - 4.2 Turn off the air conditioning.
   - 4.3 Set the parking brake.
   - 4.4 At the same time, press the accelerator and the brake for two seconds, then release.
   - 4.5 Start the engine within five to 10 seconds.
   - 4.6 Idle the engine for 15 minutes while adding fluid as the level drops below the indicated mark on the surge tank.
5. Replace charge air cooling system surge tank pressure cap.

Engine Overheating

There is an engine coolant temperature gauge on the instrument cluster. See the owner’s manual.

If Steam Is Coming from the Engine Compartment

⚠ Warning
Steam and scalding liquids from a hot cooling system are under pressure. Turning the pressure cap, even a little, can cause them to come out at high speed and you could be burned. Never turn the cap when the cooling system, including the pressure cap, is hot. Wait for the cooling system and pressure cap to cool.

Caution
Do not run the engine if there is a leak in the engine cooling system. This can cause a loss of all coolant and can damage the system and vehicle. Have any leaks fixed right away.

If No Steam Is Coming from the Engine Compartment

A Driver Information Center (DIC) message, along with a low coolant condition, can indicate a serious problem.

If there is an engine overheat warning and the vehicle does not have a low coolant condition, and no steam is heard or seen, the problem may not be too serious. Sometimes the engine can get a little too hot when the vehicle:

- Climbs a long hill on a hot day.
- Stops after high-speed driving.
- Idles for long periods in traffic.
- Tows a trailer. See “Driving on Grades” under “Driving Characteristics and Towing Tips” in the owner’s manual.

If the DIC message comes on with no sign of steam, try this for a minute or so:

1. In heavy traffic, let the engine idle in N (Neutral) while stopped. If it is safe to do so, pull off the road, shift to P (Park) or N (Neutral), and let the engine idle.
2. Turn on the heater to full hot at the highest fan speed and open the window as necessary.

If the vehicle no longer has the overheat warning, the vehicle can be driven. Just to be safe, drive slower for about 10 minutes. If the warning does not come back on, drive normally and have the cooling system checked for proper fill and function.

If the warning continues, pull over, stop, and park the vehicle right away.

Engine Fan

The vehicle has electric cooling fan(s). The fans may be heard spinning at low speed during most everyday driving. The fans may turn off if no cooling is required. Under heavy vehicle loading, trailer towing, high outside temperatures, or operation of the air conditioning system, the fans may change to high speed and an increase in fan noise may be heard. This is normal and indicates that the cooling system is functioning properly. The fans will change to low speed when additional cooling is no longer required.

The electric engine cooling fans may run after the engine has been turned off. This is normal and no service is required.

Jump Starting

Jump Starting - North America

For more information about the vehicle battery, see “Battery - North America.”

If the vehicle battery has run down, you may want to use another vehicle and some jumper cables to start your vehicle. Be sure to use the following steps to do it safely.

⚠ Warning

WARNING: Battery posts, terminals and related accessories can expose you to chemicals including lead and lead compounds, which are known to the State of California to cause cancer and birth defects or other reproductive harm. Wash hands after handling. For more information go to www.P65Warnings.ca.gov.

See “California Proposition 65 Warning.”

⚠ Warning

Batteries can hurt you. They can be dangerous because:

- They contain acid that can burn you.
- They contain gas that can explode or ignite.

(Continued)

Warning (Continued)

- They contain enough electricity to burn you.

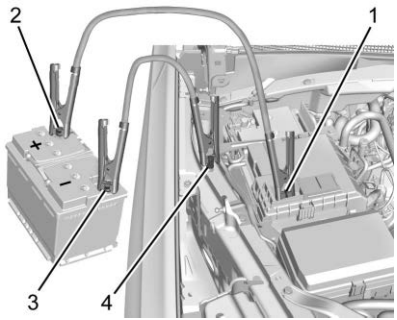
If you do not follow these steps exactly, some or all of these things can hurt you.

Caution

Ignoring these steps could result in costly damage to the vehicle that would not be covered by the vehicle warranty. Trying to start the vehicle by pushing or pulling it will not work, and it could damage the vehicle.

Caution

If the jumper cables are connected or removed in the wrong order, electrical shorting may occur and damage the vehicle. The repairs would not be covered by the vehicle warranty. Always connect and remove the jumper cables in the correct order, making sure that the cables do not touch each other or other metal.



Connection Points and Sequence

1. Discharged Battery Positive (+) Terminal
2. Good Battery Positive (+) Terminal
3. Good Battery Negative (–) Terminal
4. Discharged Battery Negative (–) Grounding Point

The good battery positive (+) terminal and the good battery negative (–) terminal are on the battery of the vehicle providing the jump start.

The discharged battery positive (+) terminal and the discharged battery negative (–) grounding point are on the passenger side of the vehicle.

The discharged battery positive (+) terminal is under a cover. Open the cover to expose the terminal.

Caution

If the other vehicle does not have a 12-volt system with a negative ground, both vehicles can be damaged. Only use a vehicle that has a 12-volt system with a negative ground for jump starting.

1. Check the other vehicle. It must have a 12-volt battery with a negative ground system.
2. If you have a vehicle with a diesel engine with two batteries, you should know before you begin that, especially in cold weather, you may not be able to get enough power from a single battery in another vehicle to start your diesel engine. If your vehicle has more than one battery, using the battery that is closer to the starter will reduce electrical resistance. This is located on the passenger side, in the rear of the engine compartment.

3. Get the vehicles close enough so the jumper cables can reach, but be sure the vehicles are not touching each other. If they are, it could cause an unwanted ground connection. You would not be able to start your vehicle, and the bad grounding could damage the electrical systems.
4. To avoid the possibility of the vehicles rolling, set the parking brake firmly on both vehicles involved in the jump start procedure. Put the automatic transmission in P (Park) before setting the parking brake. If you have a four-wheel-drive vehicle, be sure the transfer case is in a drive gear, not in N (Neutral).

Caution

If any accessories are left on or plugged in during the jump starting procedure, they could be damaged. The repairs would not be covered by the vehicle warranty. Whenever possible, turn off or unplug all accessories on either vehicle when jump starting.

5. Turn the ignition off on both vehicles. Unplug unnecessary accessories plugged into the accessory power outlets. Turn off the radio and all the lights that are not needed. This will avoid sparks and help save both batteries and the radio.
6. Open the hood on the other vehicle and locate the positive (+) and negative (−) terminal locations on that vehicle.

⚠ Warning

An electric fan can start up even when the engine is not running and can injure you. Keep hands, clothing, and tools away from any underhood electric fan.

⚠ Warning

Using a match near a battery can cause battery gas to explode. People have been hurt doing this, and some have been blinded. Use a flashlight if you need more light.

Battery fluid contains acid that can burn you. Do not get it on you. If you accidentally get it in your eyes or on your skin, flush the place with water and get medical help immediately.

⚠ Warning

Fans or other moving engine parts can injure you badly. Keep your hands away from moving parts once the engine is running.

⚠ Warning

Always inspect jumper cables prior to use. Jumper cables with loose or missing insulation could shock you or cause vehicle damage. Do not use jumper cables that appear damaged.

7. Check that the jumper cables do not have loose or missing insulation.

   Before you connect the cables, here are some basic things you should know. Positive (+) will go to positive (+) or to a remote positive (+) terminal if the vehicle has one. Negative (−) will go to a heavy, unpainted metal engine part or to a remote negative (−) terminal if the vehicle has one.

   Do not connect positive (+) to negative (−) or you will get a short that would damage the battery and maybe other parts too. And

do not connect the negative (−) cable to the negative (−) terminal on the dead battery because this can cause sparks.

8. Connect one end of the red positive (+) cable to the discharged battery positive (+) terminal.
9. Do not let the other end touch metal. Connect it to the good battery positive (+) terminal. Use a remote positive (+) terminal if the vehicle has one.
10. Connect one end of the black negative (−) cable to the good battery negative (−) terminal. Use a remote negative (−) terminal if the vehicle has one.

    Do not let the other end touch anything until the next step.
11. Connect the other end of the negative (−) cable to the discharged battery negative (−) grounding point.
12. Start the vehicle with the good battery and run the engine for a while.
13. Try to start the vehicle that had the dead battery. If it will not start after a few tries, it probably needs service.

Jumper Cable Removal

To remove the jumper cables, reverse Steps 8–11 in exact order.

After starting the disabled vehicle and removing the jumper cables, allow it to idle for several minutes.

Service and Maintenance

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General Information

This maintenance section applies to vehicles with a diesel engine. For gasoline engine vehicles, see the maintenance schedule section in the owner's manual.

Your vehicle is an important investment. This section describes the required maintenance for the vehicle. Follow this schedule to help protect against major repair expenses resulting from neglect or inadequate maintenance. It may also help to maintain the value of the vehicle if it is sold. It is the responsibility of the owner to have all required maintenance performed.

Your dealer has trained technicians who can perform required maintenance using genuine replacement parts. They have up-to-date tools and equipment for fast and accurate diagnostics. Many dealers have extended evening and Saturday hours, courtesy transportation, and online scheduling to assist with service needs.

Your dealer recognizes the importance of providing competitively priced maintenance and repair services. With trained technicians, your dealer is the place for routine maintenance such as oil changes and tire rotations and additional maintenance items like tires, brakes, batteries, and wiper blades.

Caution

Damage caused by improper maintenance can lead to costly repairs and may not be covered by the vehicle warranty. Maintenance intervals, checks, inspections, recommended fluids, and lubricants are important to keep the vehicle in good working condition.

Do not have chemical flushes that are not approved by GM performed on the vehicle. The use of flushes, solvents, cleaners, or lubricants that are not approved by GM could damage the vehicle, requiring expensive repairs that are not covered by the vehicle warranty.

Refer to the information in the Maintenance Schedule Additional Required Services.

⚠ Warning

Performing maintenance work can be dangerous and can cause serious injury. Perform maintenance work only if the required information, proper tools, and equipment are available. If they are not, see your dealer to have a trained technician do the work. See "Doing Your Own Service Work" in the owner's manual.

Maintenance Schedule

See the owner's manual for other services and intervals that may be required.

Extended Idle Use

When the vehicle is used in a way that requires extended idle time, one hour of use shall be deemed the same as 53 km (33 mi). See "Engine Hours (Hourmeter)" if equipped, under "Driver Information Center (DIC)" in the owner's manual.

Additional Required Services — Normal Service

Every 12 000 km (7,500 mi)

- Check engine oil level and oil life percentage. If needed, change engine oil and filter, and reset oil life system. Or when the CHANGE ENGINE OIL SOON message displays, have the engine oil and filter changed within the next 1 000 km/600 mi. If driven under the best conditions, the engine oil life system may not indicate the need for vehicle service for up to a year. The engine oil and filter must be changed at least once a year and the oil life system must be reset. Your trained dealer technician can perform this work. If the engine oil life system is reset accidentally, service the vehicle within 5 000 km/3,000 mi since the last service. Reset the oil life system when the oil is changed. See *Engine Oil Life System* ⇨ *28*.
- When the REPLACE AT NEXT OIL CHANGE message displays, the engine air filter should be replaced at the next engine oil change. When the REPLACE ENGINE AIR FILTER SOON message displays, the engine air filter should be replaced at the earliest convenience. Reset the engine air filter life system after the engine air filter is replaced. See *Engine Air Filter Life System* ⇨ *28*.

Every 48 000 km (30,000 mi)

- Replace fuel filter. Or every two years, or when the CHANGE FUEL FILTER message in the Driver Information Center (DIC) comes on, whichever comes first. The fuel filter may need to be replaced more often based on biodiesel usage, driving in climates with severe dust, off-road driving, or towing a trailer for extended periods.

Every 240 000 km (150,000 mi)

- Drain and fill engine cooling system. Or every six years, whichever comes first. See *Cooling System (Engine)* ⇨ *30 Cooling System (Charge Air Cooling System)* ⇨ *33*.

Every 320 000 km (200,000 mi)

- Replace timing/oil pump belt. Or every 15 years, whichever comes first.

Recommended Fluids, Lubricants, and Parts

Recommended Fluids and Lubricants

The following fluids apply to vehicles with a Duramax diesel engine. For other fluids not listed here, see "Recommended Fluids and Lubricants" in the owner's manual. Fluids and lubricants identified below by name or specification, including fluids or lubricants not listed here, can be obtained from your dealer.

Usage	Fluid/Lubricant
Automatic Transmission	DEXRON ULV Automatic Transmission Fluid.
Diesel Exhaust Aftertreatment System	Diesel Exhaust Fluid that meets ISO 22241 or displays the API Diesel Exhaust Fluid Certification Mark.
Engine Coolant	50/50 mixture of clean, drinkable water and use only DEX-COOL coolant. See *Cooling System (Engine)* ⇨ *30 Cooling System (Charge Air Cooling System)* ⇨ *33*.
Engine Oil	Engine oil meeting the dexosD specification of the proper SAE viscosity grade. ACDelco dexosD is recommended. See *Engine Oil* ⇨ *26*.

Maintenance Records

After scheduled services are performed, record the date, odometer reading, who performed the service, and the type of services performed in the boxes provided. Retain all maintenance receipts.

Date	Odometer Reading	Serviced By	Services Performed

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Vehicle Data

Capacities and Specifications

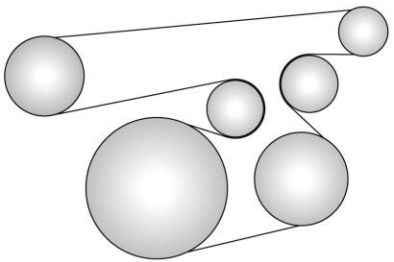
The following approximate capacities are given in metric and English conversions. See *Recommended Fluids and Lubricants* ⇨ *42*.

Application	Capacities	
	Metric	English
Engine Cooling System*		
Pickup	18.4 L	19.4 qt
SUV	20.2 L	21.3 qt
Diesel Exhaust Fluid (DEF) Tank**	20.5 L	5.4 gal
Engine Oil with Filter	6.6 L	7.0 qt
*Engine cooling system capacity values are based on the entire cooling system and its components.		
**Do not overfill the DEF tank. See *Diesel Exhaust Fluid* ⇨ *11*.		
All quantities are approximate. When adding, be sure to fill to the appropriate level, as recommended in this manual. Recheck fluid level after filling.		

Engine Specifications

Engine	VIN Code	Type
3.0L L6 Turbo Diesel (LZ0) Engine - Pickup and SUV	8	Inline 6-Cylinder

Engine Drive Belt Routing



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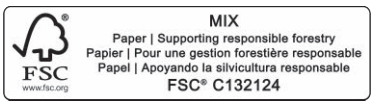
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