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TECHNICAL BULLETIN		Mfg:
	March 2010	Model:
	TB 2527	Liter:
		V I N:
		Year:

Engine Overheating On
2001-2009 GM 6.6L Duramax Diesel Engines

The AERA Technical Committee offers the following information regarding an engine overheating condition on 2001-2009 GM Duramax diesel engines. This condition occurs immediately after cylinder block service has been performed including removal from the vehicle. This service includes complete engine disassembly and cleaning operations. If engine overheating occurs shortly after reassembly, consider the following information.

These engines have somewhat a unique cooling system flow as compared to other V-8 engine blocks. The statement below describes the cooling system on Duramax Diesel engines.

Engine coolant flows around the oil cooler element and to the rear engine cover. The rear engine cover distributes the coolant flow to both banks of the engine block. In the engine block, the coolant circulates through the water jackets surrounding the cylinders where it absorbs heat. The coolant is then forced through the cylinder head gasket openings and into the cylinder heads. In the cylinder heads, the coolant flows through the water jackets surrounding the combustion chambers and valve seats, where it absorbs additional heat.

What this description does not indicate is the area sealed in the rear of the block cover also has two coolant passage machined holes. Those holes, one machined on each bank are the same size as the expansion plug holes on both of the block sides. It is possible for the technician to inadvertently install expansion plugs in the block rear locations, as is common with many other V-8 engines. That possibility is more likely if different shop personnel are used to disassemble, clean and assemble these engines.

Cylinder block coolant flow is adversely affected if either hole in the rear of the

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block is closed off on these engines.

The AERA Technical Committee

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