

PIP5832 Diagnostic Tips For Engine Noises

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Cadillac	Escalade	2021 - 2022	All	All	6.2L L87	All
Chevrolet	Silverado	2019 - 2022	All	All	5.3L L84, 6.2L L87	All
Chevrolet	Suburban	2021 - 2022	All	All	5.3L L84, 6.2L L87	All
Chevrolet	Tahoe	2021 - 2022	All	All	5.3L L84, 6.2L L87	All
GMC	Sierra	2019 - 2022	All	All	5.3L L84, 6.2L L87	All
GMC	Yukon	2021 - 2022	All	All	5.3L L84, 6.2L L87	All

Involved Region or Country	North America
Condition	Engine may exhibit an internal ticking, tapping or knocking noise that may be difficult to isolate.
Cause	Multiple possibilities

Correction:

If a noise has been determined to be coming from the engine area the following may be helpful in isolating to the upper or lower end:

Verify the noise is not coming from an accessory drive component by briefly running the engine with the accessory drive belt removed.

Using GDS2 select "Cylinder Power Balance" in Fuel System section of output control functions, cancel cylinders one by one and see if the noise is noticeably changed.

Note - Please avoid using GDS2 control function "Cylinder Deactivation" for this procedure as it is deactivating the lifters and is intended for misfire/DFM system diagnosis. This function can be misleading when used for noise diagnostics since it may change/eliminate a lower end noise and give the impression it is a lifter since that is what is being commanded, potentially leading to unnecessary lifter replacement.

If the noise is changed, make a note of which cylinder(s) made the most impact on the noise.

Noises that are noticeably affected by cylinder cancellation are typically considered a "lower end noise" (connecting rod bearing, wrist pin etc.) whereas valvetrain noises aren't generally impacted by this procedure.

Please review appropriate SI engine noise diagnostic for further isolation of a specific component.

Version History

Version	1
Modified	12/16/2021 - Created on.