



# Service Bulletin

File in Section: -

Bulletin No.: PIP4525D

Date: August, 2013

## PRELIMINARY INFORMATION

**Subject:** Hybrid - SES Light Misfire Oil Consumption and Fouled 1 Spark Plug

**Models:** 2009 Cadillac Escalade Hybrid  
2008-2009 Chevrolet Silverado Hybrid, Tahoe Hybrid  
2008-2009 GMC Sierra Hybrid, Yukon Hybrid  
with 6.0L Engine (RPO LFA) Built Before 9/2/2008  
**Important:** If the vehicle is built after the breakpoint above or if it is not built with Engine RPO Code LFA, this PI does not apply.

**This PI was superseded to update recommendation instructions. Please discard PIP4525C.**

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

### Condition/Concern

Some customers may complain of an engine misfire, oil consumption, and/or an SES light. Upon inspection, oil deposits will be found on the #1 spark plug, which may cause cylinder 1 to misfire and set DTCs P0300 and/or P0301. Typically, this will not occur until the vehicle has accumulated at least 8,000 miles.

This may be the result of excess oil splashing onto the #1 cylinder wall due to a worn #1 cam bearing. This excess oil may eventually get into the combustion chamber and foul the #1 spark plug causing the engine misfire, oil consumption, and SES light.

### Recommendation/Instructions

If SI diagnosis does not isolate the cause of this concern, inspect all of the spark plugs for oil fouling and cracks around the electrode porcelain.

If an oil fouled spark plug is found without an oil consumption concern, it may be the result of the cracked spark plug electrode. If the spark plug electrode porcelain is cracked, replace the related spark plug and re-evaluate the misfire.

If the #1 spark plug is the only spark plug that is oil fouled and the electrode porcelain is not cracked, inspect the related valve seals to ensure that they are not damaged or missing, and repair as necessary.

If the valve seals are fine, inspect the number 1 cam bearing for possible cause of this concern.

The cam bearing can be replaced using the part numbers from catalog.

If the cam bearing has spun the engine will need to be replaced, verify that the ECM calibrations are OEM by following the latest version of 09-06-04-026, and replace the engine.

Before ordering the engine, contact the PQC (1-866-654-7654) for pre-authorization as outlined in the latest version of 02-07-30-029. Please have this PI number, the engine unit numbers, and the engine replacement estimate ready when you call PQC.

### Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
4064650	Camshaft Bearing Replacement	Use Published Labor Operation Time
4067490	Engine Replacement	Use Published Labor Operation Time

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.