



# Service Bulletin

File in Section: -

Bulletin No.: PI1199A

Date: October, 2014

## PRELIMINARY INFORMATION

**Subject:** Engine Cranks But Does Not Start, Engine Cranks With Loud Backfire, Engine Will Start and Stall, Engine Cranks with Hissing Noise from Tailpipe or Buzz, Pop, Rattle or Whistle Noises Occur

**Models:** 2014 Chevrolet Silverado 1500  
2014 GMC Sierra 1500  
Equipped with 4.3L V-6 Engine – RPO LV3  
Equipped with 5.3L V-8 Engine – RPO L83  
Vehicles Built Prior to May 16, 2014  
Also applies to any of the above models that may be Export vehicles

**Attention:** DO NOT leave the Passive Exhaust Valve (PEV) in a bolted or pinned open position once the testing has been completed. This action creates an undesirable vibration and objectionable noise levels inside the cabin during Active Fuel Management (AFM) activation. Please ensure that any of your Customer's vehicles that had been previously temporarily modified due to direction from TAC are retrieved and addressed with this Recommendation/Instruction repair. Dealers with TAC cases created where the temporary PI repair was provided will receive a notification that a service fix is now available.

This PI has been revised to add engine cranks with hissing noise from tailpipe, buzz, pop, rattle or whistle noises occur to the Subject and Condition, add a production fix breakpoint date, separate the information in the Condition/Concern and Recommendation/Instructions to Condition #1, Condition #2, Condition #3 and Condition #4 and update the Part Numbers. Please discard PI1199.

### Condition/Concern — Condition #1

Some Customers may comment that during extreme cold ambient temperatures the engine cranks but does not start, the engine cranks with a loud backfire, the engine will start and stall, the engine cranks with a hissing noise coming from the tailpipe and/or a whistle is heard.

The Service Personnel may observe that after raising the vehicle on a hoist, they are unable to rotate the passive exhaust valve (PEV) in a counterclockwise direction (open) due to the PEV being frozen. The Service Personnel may observe that the vehicle will start after sitting in a heated shop for approximately a few hours and there will not be any related Diagnostic Trouble Codes (DTCs) found.

The Service Personnel may also notice that the muffler produces a whistle due to condensate build-up in the muffler drain hole.

These Conditions/Concerns may be caused by ice buildup in the exhaust system causing the PEV to stick in the **closed** position, or condensate may build-up in the muffler causing the whistle to occur.

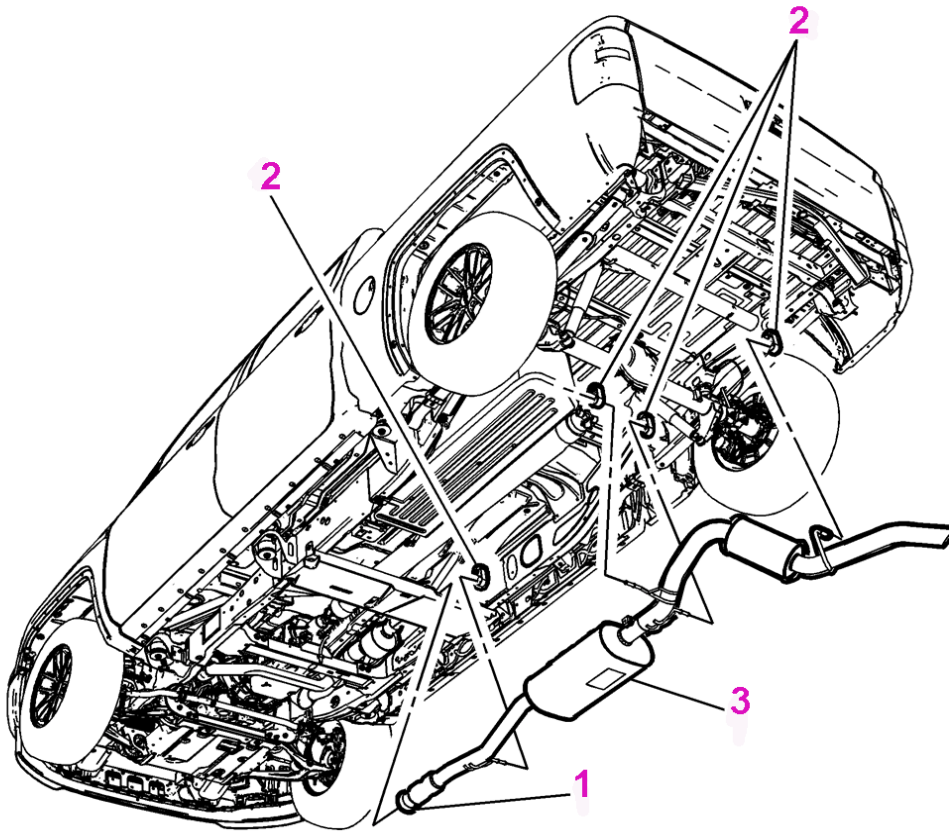
### Recommendation/Instructions — Condition #1

If this condition is encountered during extreme cold ambient temperatures and the PEV is determined to be stuck in the **closed** position when attempting to rotate the PEV in a counterclockwise direction prior to warming up the vehicle, and/or a whistle is determined to be coming from the exhaust system then perform the following:

1. Perform the Diagnostic System Check - Vehicle.  
⇒ If any DTCs are found, Go to: Diagnostic Trouble Code (DTC) List - Vehicle in SI.

⇒ If no DTCs are found, Go to Step 2.

2. Raise and support the vehicle. Refer to Lifting and Jacking in SI.



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3. Exhaust system part identification:

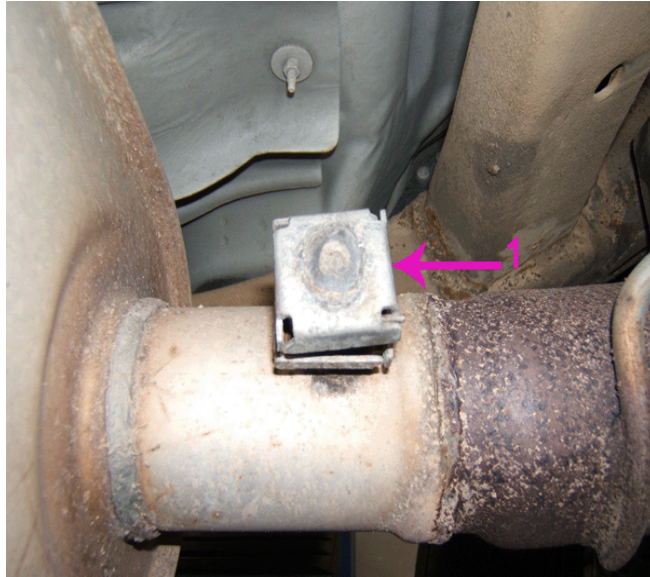
- Exhaust Muffler Clamp Fastener (1)
- Exhaust Muffler Isolators (2)
- Exhaust Muffler (3)

4. Replace the exhaust system. Refer to Exhaust Muffler with Resonator, Exhaust, and Tail Pipe Replacement in SI and the Parts Information in this PI.

## Condition/Concern — Condition #2

Some Customers may comment on a buzz, pop (oil canning) or rattle noise coming from the exhaust system during warmer ambient temperatures and when the engine is at normal operating temperature, under different driving conditions.

## Recommendation/Instructions — Condition #2

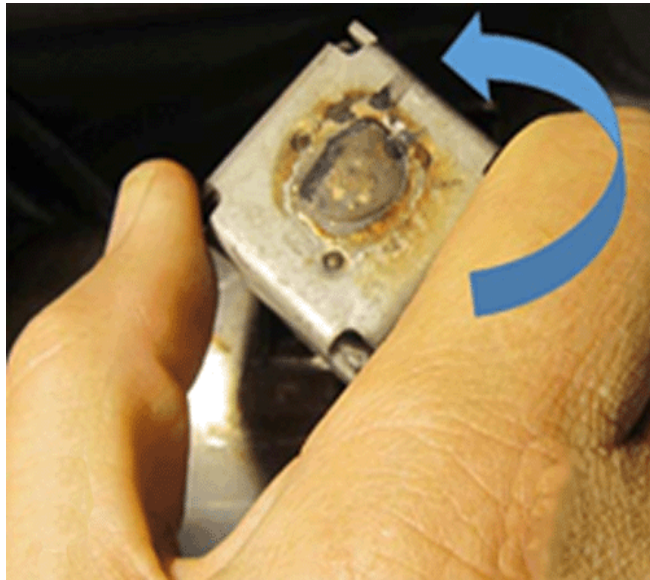


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Typical exterior view of the PEV (1) in its normal partially open position, with the engine turned **OFF**.

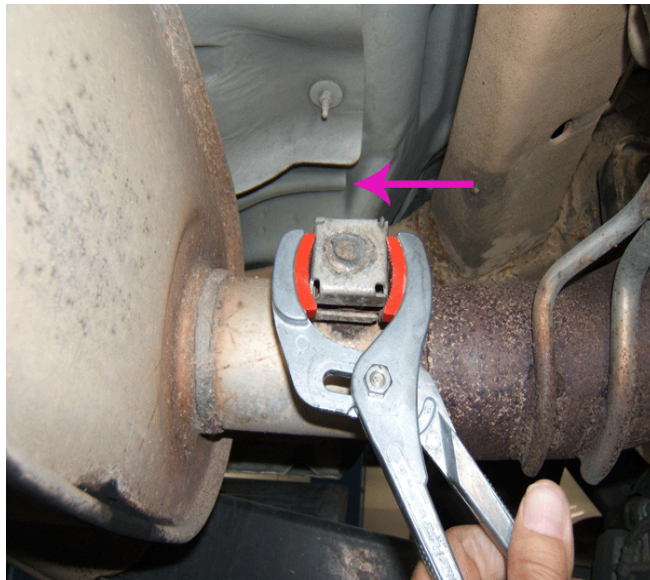
**For a buzz or pop (oil canning) noise, Go to Step #1.**

**For a rattle noise, Go to Step #4.**



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1.



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Rotate the PEV counterclockwise with a suitable tool.



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2. While holding the PEV in the rotated position, install a 1/4 in x 20 x 2 in steel bolt, nut, lock washer and two large standard 1/4 in x 1 in outside diameter washers (body washer) as shown.
3. Operate the vehicle during warmer ambient temperatures **and** when the engine is at normal operating temperature under different driving conditions and verify that the buzz, and/or pop (oil canning) noise is coming from the exhaust system.
  - ⇒ If the buzz, and/or pop (oil canning) noise is coming from the exhaust system during the testing, replace the exhaust system. Refer to Exhaust Muffler with Resonator, Exhaust, and Tail Pipe Replacement in SI.
  - ⇒ If the buzz, and/or pop (oil canning) noise is not coming from the exhaust system during the testing, refer to Symptoms — Engine Mechanical in SI.

**Notice:** The exhaust system rattle may also be diagnosed by using a hammer to tap on the bottom of the muffler. If the muffler is loose inside it will rattle when tapping on it.

4. Install a 1/4 in x 20 x 2 in steel bolt, nut, lock washer and two large standard 1/4 in x 1 in outside diameter washers (body washer) as shown previously.
5. Operate the vehicle during warmer ambient temperatures **and** when the engine is at normal operating temperature under different driving conditions and verify that the rattle noise is coming from the exhaust system, or with the engine running at normal operating temperature, use a hammer to tap on the bottom of the muffler to determine if it is loose inside.
  - ⇒ If the rattle noise is coming from the exhaust system during different driving conditions or during the tap test, replace the exhaust system. Refer to Exhaust Muffler with Resonator, Exhaust, and Tail Pipe Replacement in SI and the Parts Information in this PI.
  - ⇒ If the rattle noise is not coming from the exhaust system during different driving conditions or during the tap test, refer to Symptoms — Engine Mechanical in SI.

### Condition/Concern — Condition #3

Some Customers may comment on a whistle noise coming from the exhaust system during different operating conditions.

### Recommendation/Instructions — Condition #3

1. Rotate the PEV counterclockwise with a suitable tool as previously shown.
2. While holding the PEV in the rotated position, install a 1/4 in x 20 x 2 in steel bolt, nut, lock washer and two large standard 1/4 in x 1 in outside diameter washers (body washer) as previously shown.
3. Operate the vehicle under different driving conditions and verify that the whistle noise is coming from the exhaust system.
  - ⇒ If the whistle noise coming from the exhaust system is reduced or lessens greatly in severity, during different driving conditions, replace the exhaust system. Refer to Exhaust Muffler with Resonator, Exhaust, and Tail Pipe Replacement in SI and the Parts Information in this PI.
  - ⇒ If the whistle noise coming from the exhaust system is not reduced or does not lessen greatly in severity, during different driving conditions, refer to Symptoms — Engine Mechanical in SI.

## Condition/Concern — Condition #4

Some Customers may comment on unusual noises coming from the exhaust system during different operating conditions.

## Recommendation/Instructions — Condition #4

1. Verify the Condition.
2. If possible, compare the customer's vehicle to a known good vehicle.
3. Inspect for a bent or loose hanger, loose heat shield, loose clamps and **any** unwanted contact between the exhaust system and the vehicle.
4. Inspect for a damaged or failed muffler.
5. Repair as needed.

## Parts Information

Part Number	Description	Vehicle / Body Style / Engine Application
23219685	Exhaust Muffler with Resonator, Exhaust, and Tail Pipe Replacement	Series CK159 = 8 ft Box Length And Body Style 03 = Regular Cab Engine RPO LV3 or L83
23219690	Exhaust Muffler with Resonator, Exhaust, and Tail Pipe Replacement	Series CK157 = 6 ft-5" Box Length And Body Style 43 = Crew Cab Engine RPO LV3 or L83
23219691	Exhaust Muffler with Resonator, Exhaust, and Tail Pipe Replacement	Series CK155 = 5 ft-8" Box Length And Body Style 43 = Crew Cab Engine RPO LV3 or L83
23219691	Exhaust Muffler with Resonator, Exhaust, and Tail Pipe Replacement	Series CK157 = 6 ft-5" Box Length And Body Style 53 = Double Cab Engine RPO LV3 or L83
23219692	Exhaust Muffler with Resonator, Exhaust, and Tail Pipe Replacement	Series CK157 = 6 ft-5" Box Length And Body Style 03 = Regular Cab Engine RPO LV3 or L83

## Warranty Information

For vehicles repaired under the Bumper-to-Bumper Coverage, in Canada the Base Warranty Coverage, use the following Labor Operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
4051980	Exhaust Muffler with Resonator, Exhaust, and Tail Pipe Replacement	Use Published Labor Operation Time