



# Service Bulletin

File in Section: 06 - Engine

Bulletin No.: 15-06-01-002E

Date: October, 2016

## TECHNICAL

**Subject:** Engine Misfire/Tick Noise, Malfunction Indicator Lamp (MIL) Illuminated, DTC P0300 Set

**Models:** 2015-2017 Cadillac Escalade  
2016-2017 Cadillac CTS-V  
2014 Chevrolet Silverado 1500  
2014-2017 Chevrolet Corvette  
2015-2017 Chevrolet Silverado, Suburban, Tahoe  
2016-2017 Chevrolet Camaro  
2014 GMC Sierra 1500  
2015-2017 GMC Sierra, Yukon, Yukon XL  
Equipped with 5.3L Engine (RPO L83) or 6.2L Engine (RPO L86, LT1, LT4, LV3)

**Attention:** This Bulletin also applies to any of the above models that may be Export from North America vehicles.

This Bulletin has been revised to add the 2017 Model Year and replaces PIP5316. Please discard Corporate Bulletin Number 15-06-01-002D and PIP5316.

### Condition

Some customers may comment on a malfunction indicator lamp (MIL) on and/or an engine misfire/tick noise.

Technicians may find DTC P0300 set or in history.

### Cause

This may be the result of an active fuel management (AFM) lifter that is mechanically collapsed and/or stuck all of the time.

This may be the result of internal locking pin damage in the lifter, due to oil aeration.

This may be the result of a lifter that has collapsed and is stuck in the lifter bore.

### Correction

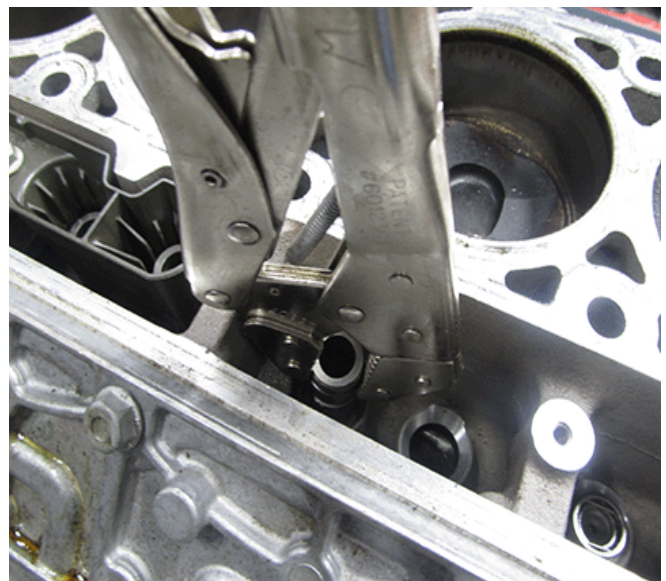
**Note:** Inspect the camshaft for damage while the lifters are removed from the engine. If damage is found, replace the camshaft per SI.

If SI diagnosis does not isolate the cause of this concern, technicians should inspect for valve operation. If the valve(s) are not moving, replace the valve lifter oil manifold and affected bank of AFM lifters. Refer to *Valve Lifter Oil Manifold Replacement* and *Valve Lifter Replacement* in SI.

If the lifter has spun the bore, the guides should also be replaced.

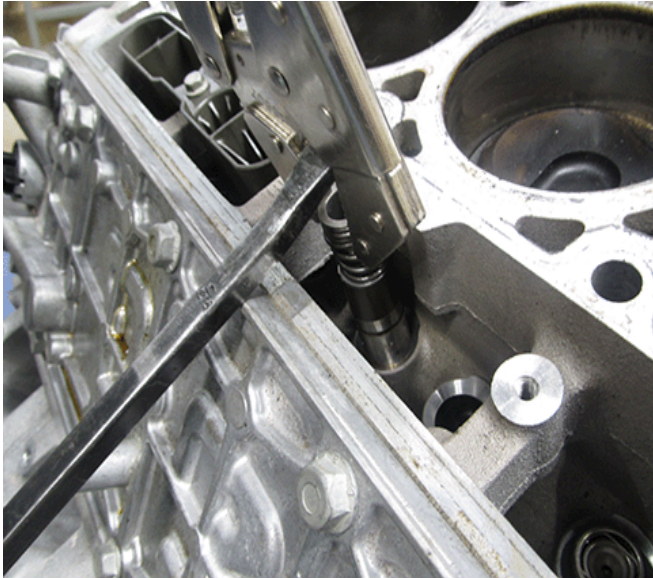
### Recommendation/Instructions

There are two approved processes for removing the lifter when stuck in the bore.



4250109

1. Use vice grips with a slide hammer.



4250108

**Note:** Be sure not to pry on the sealing surface of the block.

2. Use vice grips with a small pry bar.

Typically one of the above approved processes will remove the lifter that is stuck in the bore. If not, the engine will need to be replaced.

With the lifter removed, be sure to inspect the bore for any damage. Typically the lifter bores will look good with no indication of damage.

## Parts Information

Part Number	Description
12660737	MANIFOLD ASM-VLV LFTR OIL (SERV KIT) (L83, L86, or LT1)
12660736	MANIFOLD ASM-VLV LFTR OIL (SERV KIT) (LT4)
12623104	GASKET-VLV LFTR OIL UPR MANIF
12645725	LIFTER ASM-VLV (AFM) (4 per Bank)
12659260	GASKET-CYL HD (6.2L)
12622325	GASKET-CYL HD (5.3L)
11546959	RIGHT SIDE CYLINDER HEAD BOLTS (10)
11611976	LEFT SIDE CYLINDER HEAD BOLT (1)
11546959	LEFT SIDE CYLINDER HEAD BOLTS (9)

Part Number	Description
12657093	GASKET-EXH MANIF
12626354	GASKET-INT MANIF (8)
12619787	GASKET-VLV RKR ARM CVR
12623308	GASKET-F/PMP BRKT
12618336	PIPE ASM-FUEL FEED INTER
12618337	PIPE ASM-FUEL FEED INTER
12618338	PIPE ASM-FUEL FEED
12668553	SEAL KIT-F/INJR (O RING) (2)

## Warranty Information

For vehicles repaired under the Powertrain coverage, use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
4080978*	Valve Lifter Oil Manifold and Valve Lifter Left Side Replacement	9.4 hrs (Silverado, Sierra)
		14.8 hrs (CTS-V)
		9.2 hrs (Escalade, Suburban, Tahoe, Yukon)
		11.7 hrs (Corvette)
		7.0 hrs (Camaro)
4080988*	Valve Lifter Oil Manifold and Valve Lifter Right Side Replacement	10.9 hrs (Silverado, Sierra)
		15.5 hrs (CTS-V)
		9.3 hrs (Escalade, Suburban, Tahoe, Yukon)
		11.4 hrs (Corvette)
		9.0 hrs (Camaro)
*This is a unique Labor Operation for Bulletin use only.		

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



WE SUPPORT VOLUNTARY  
TECHNICIAN  
CERTIFICATION