



Service Bulletin

INFORMATION

Subject: Rough Idle In Drive

Models: 2015-2016 Cadillac Escalade Models
2014-2016 Chevrolet Silverado 1500
2015-2016 Chevrolet Silverado 1500, Suburban, Tahoe
2014-2016 GMC Sierra 1500
2015-2016 GMC Sierra 1500, Yukon Models
With engines 4.3L, 5.3L, 6.2L RPO L83, L86, LV1, LV3

This PI was superseded to update Model Years. Please discard PIP5211C.

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

Condition/Concern

Some customers may comment about a rough idle and/or vibration at idle in Drive.

This condition may be most noticeable following extended driving, while idling at a stop in Drive.

May feel like a lopey or lumpy idle, or may be described as a low idle.

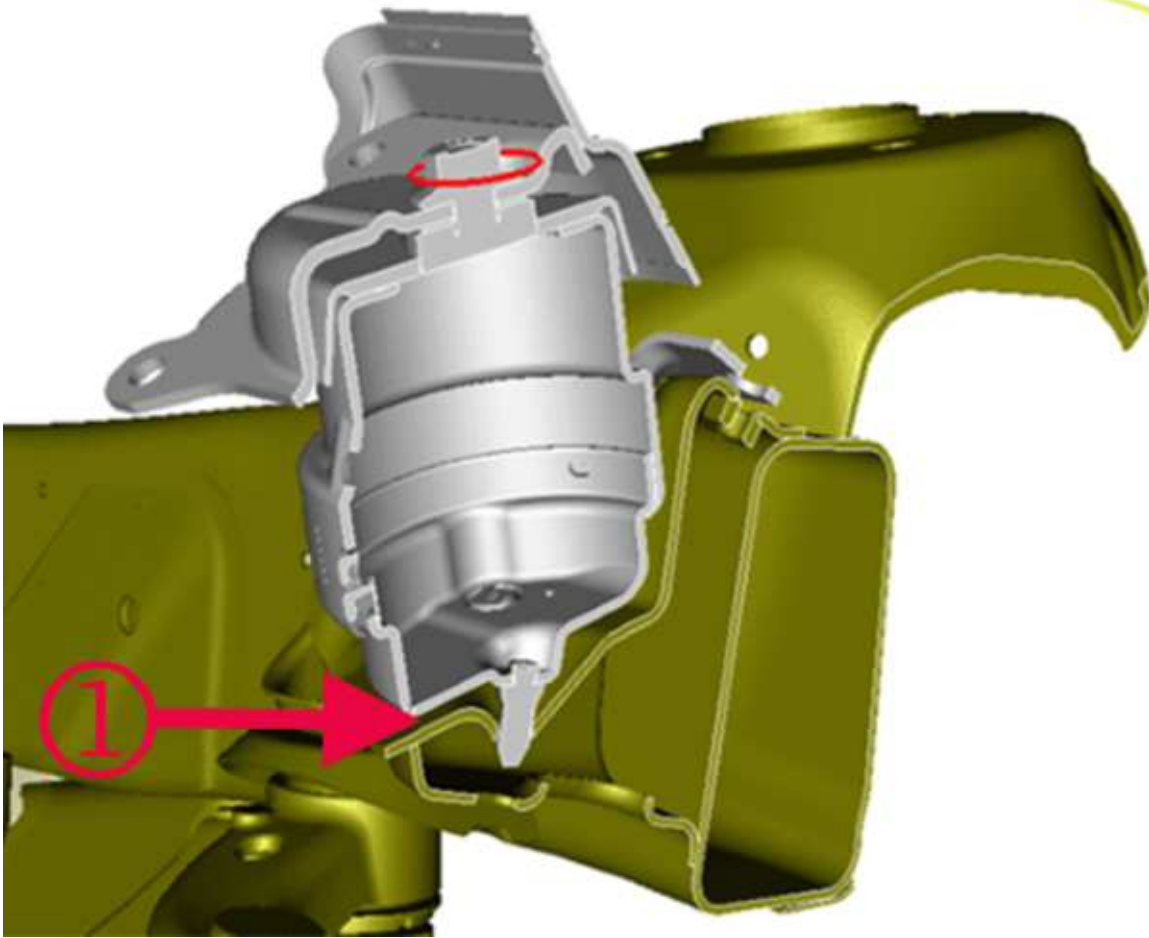
This condition will not be present in Park, Reverse, or Neutral.

There will not be any DTCs with this concern.

When measuring using the vibration analyzer, CH-51450-A (Pico Oscilloscope),

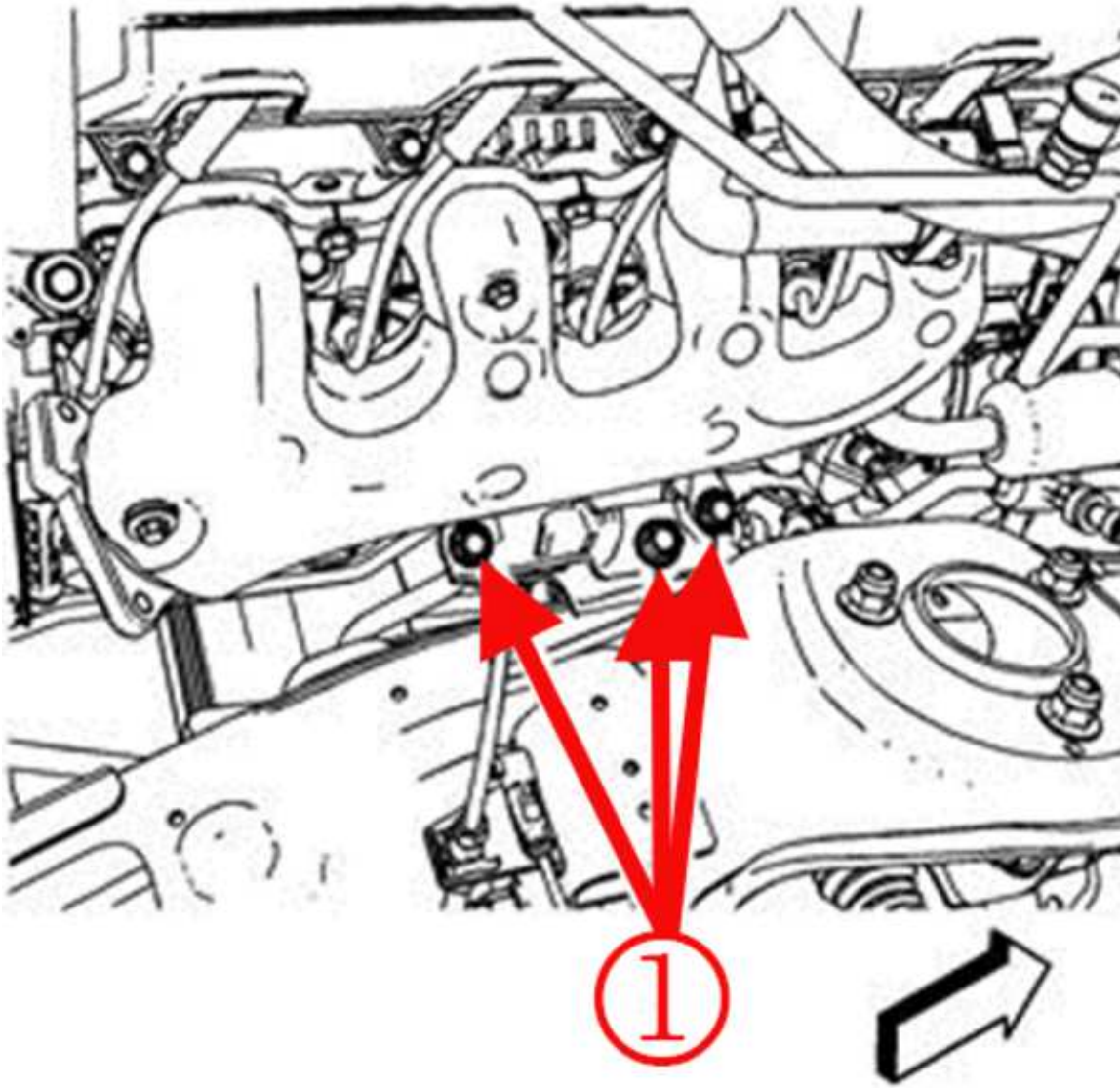
With the pico accelerometer positioned on forward end of the seat track; the concern will show in the lateral / cross-car direction as E1.5 (1.5 engine order), in the range of 2-7 mg.

Recommendation/Instructions



Important: Perform the following procedure on both left and right engine mounts at the same time so there is no binding/twisting in the mounts.

- Remove front wheels and wheelhouse liners.



Loosen engine mount bolts at 3 frame attachment points (1) for both left and right mounts.

Loosen the trans mount to keep from putting it into a bind

Lift engine so both mounts are off frame ~10-20mm.

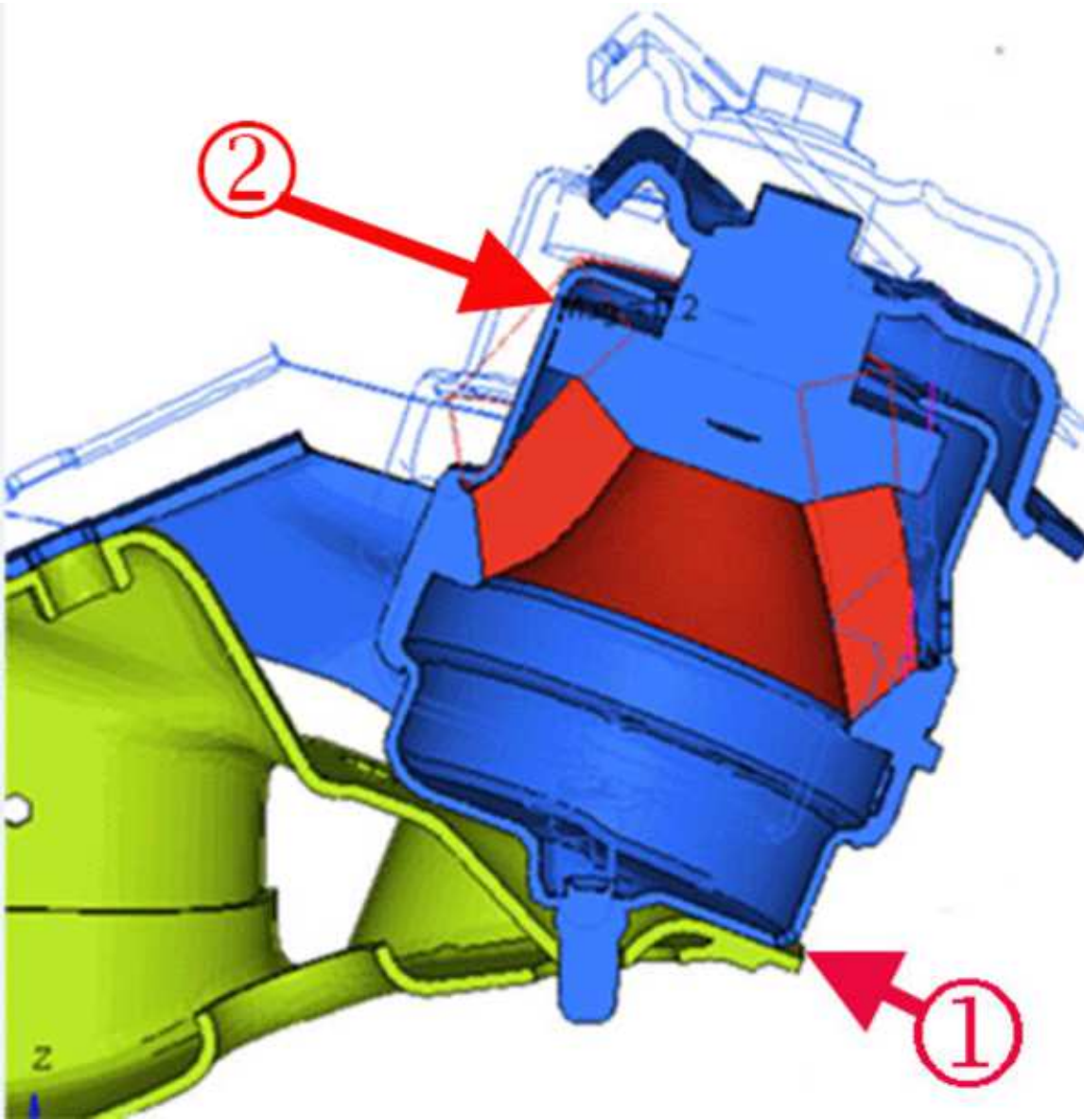
Note: Use 2 washers, Mild steel recommended; no stainless.

Install 3mm-thick "shims" (spacers, not tapered shims) between bottom surface of mount and frame bracket, on the inboard side of mount (1).

Use small amount of adhesive such as "dum-dum" to hold spacers in place on frame.

3mm-thick washers can be used, or flat stock steel.

Installing shims between the mount and frame bracket at the lower inboard location (1), alleviates the ground-out in the mount (2) at the upper outboard area.



Location of 3mm-thick spacers (1): between mount bottom surface and frame bracket, on both LH and RH sides.



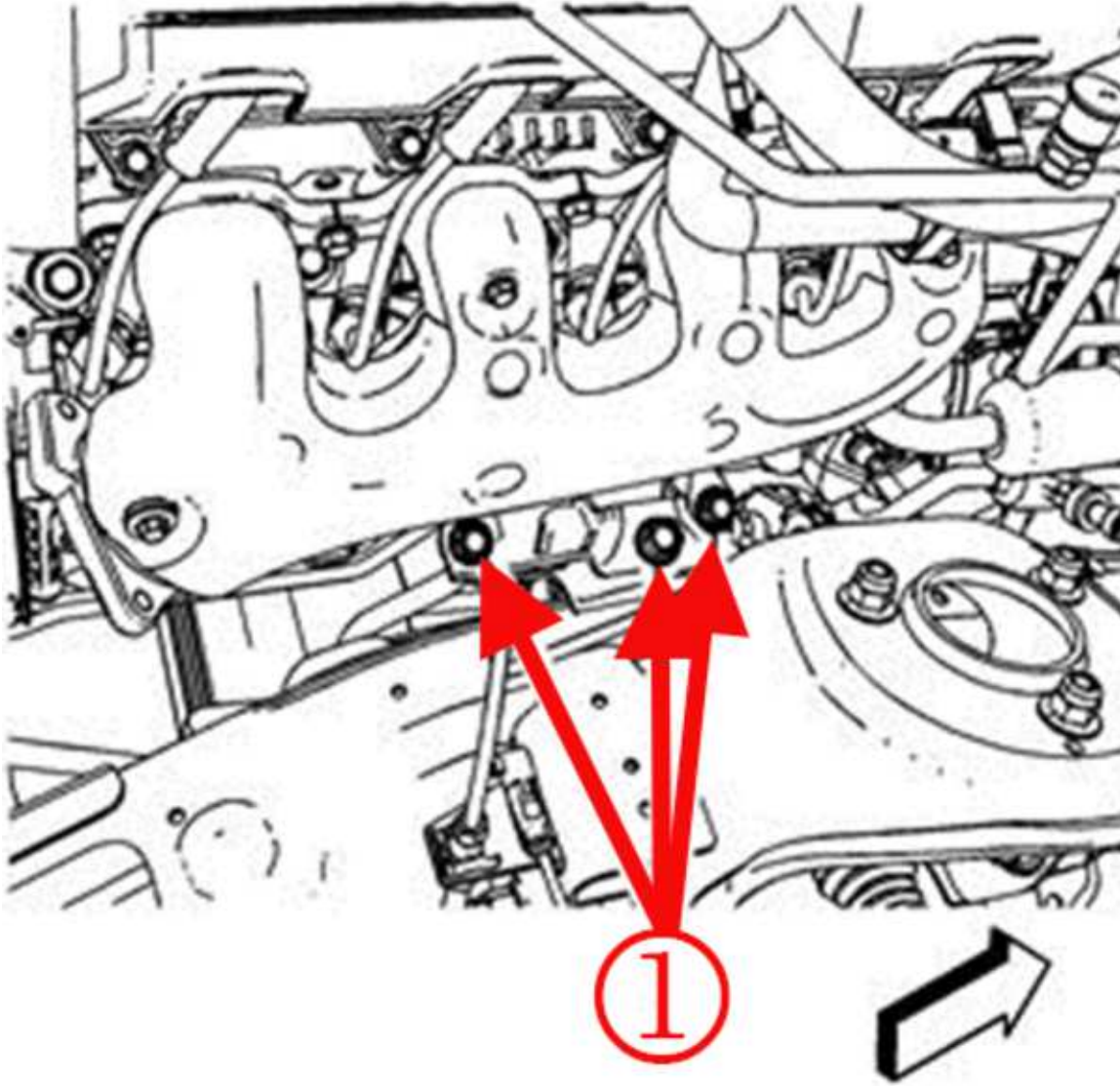
Washer Location (2) relative to Frame Bracket



Washer Location (2) relative to Mount Bottom Surface

Lower engine so that spacers are trapped between mount and frame.

Re-tighten bolts. Tighten center/upper bolt first, then front and rear(order LH 2-1-3, RH 5-4-6 on diagram).



Torque the mounts to 50 Nm (37 lb ft)

Clean the threads of the engine mount to frame bolts (1) using denatured alcohol or equivalent.

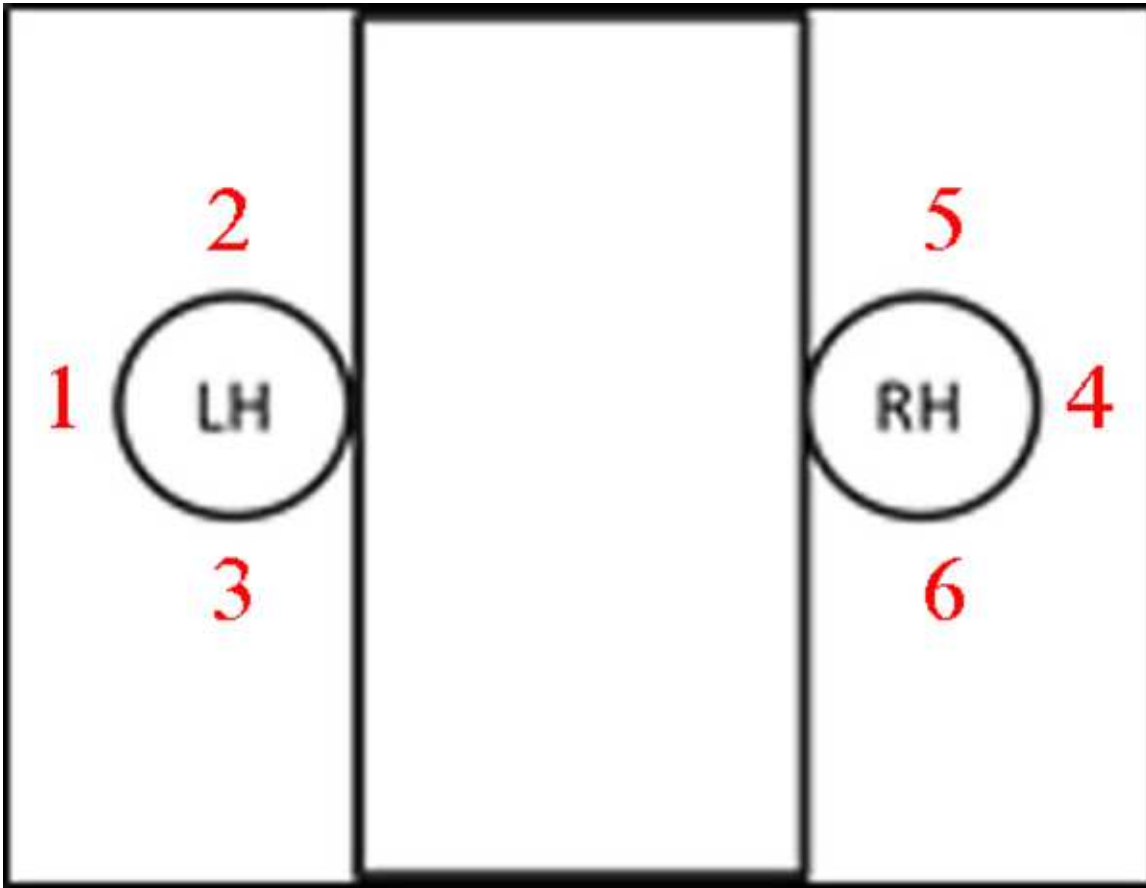
Apply threadlocker or equivalent to the threads of the engine mount to engine mount bracket bolts.

Refer to Adhesives, Fluids, Lubricants, and Sealers.

Install the engine mount to frame bolts and tighten to 50 Y (37 lb ft)..

Torque the mounts to 50 Nm (37 lb ft)

Torque order diagram



Reinstall wheelhouse liners and wheels.

Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
4081038*	Shim Both Engine Mounts	2.2 hr
* This is a unique labor operation for bulletin use only		

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.

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.



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