



Preliminary Information

PIP5248D Stalling Shudder And/or Hard shifting Into 1st Gear Or Reverse Vibration On launch (With Excessive Crankshaft End Play)

Product Investigation Review Required

Models

| Brand: | Model: | Model Years: | VIN: | | Engine: | Transmissions: |
|-----------|--------------|--------------|------|-----|----------------------------|----------------|
| | | | from | to | | |
| Cadillac | CTS-V | 2015 - 2018 | All | All | 6.2L LT4 | All |
| Cadillac | Escalade | 2015 - 2018 | All | All | 6.2L L86 | All |
| Chevrolet | Camaro | 2016 - 2018 | All | All | 6.2L LT1 LT4 | All |
| Chevrolet | Corvette | 2014 - 2018 | All | All | 6.2L LT1 LT4 | All |
| Chevrolet | Silverado | 2014 - 2018 | All | All | 4.3L 5.3L 6.2L LV3 L83 L86 | All |
| Chevrolet | Suburban | 2015 - 2018 | All | All | 5.3L L83 | All |
| Chevrolet | Tahoe | 2015 - 2018 | All | All | 5.3L L83 | All |
| GMC | Sierra | 2014 - 2018 | All | All | 4.3L 5.3L 6.2L LV3 L83 L86 | All |
| GMC | Yukon Models | 2015 - 2018 | All | All | 5.3L 6.2L L83 L86 | All |

Supersession Statement

This PI was superseded to update Models. Please discard PIP5248C.

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

Condition / Concern

Corvette Only

Customers may have a Corvette that exhibits one of the following conditions:

1. Stalling, Shudder and/or Hard shifting into 1st gear or Reverse for manual transmission or Stalling after a driveline replacement.
2. Auto transmission it could be a vibration on takeoff or clunk noise.

Truck, SUV, Camaro, CTS –V

Clunk when shifting into reverse or drive (automatic)

The crankshaft and or Thrust Bearing needs to be replaced, please use following information before considering a crankshaft replacement.

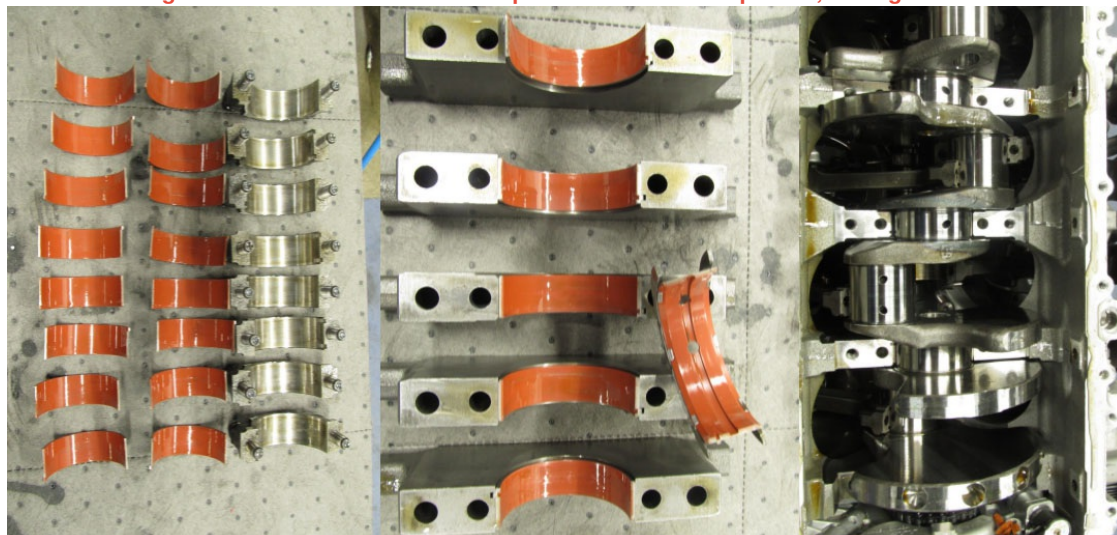
Recommendations / Instructions

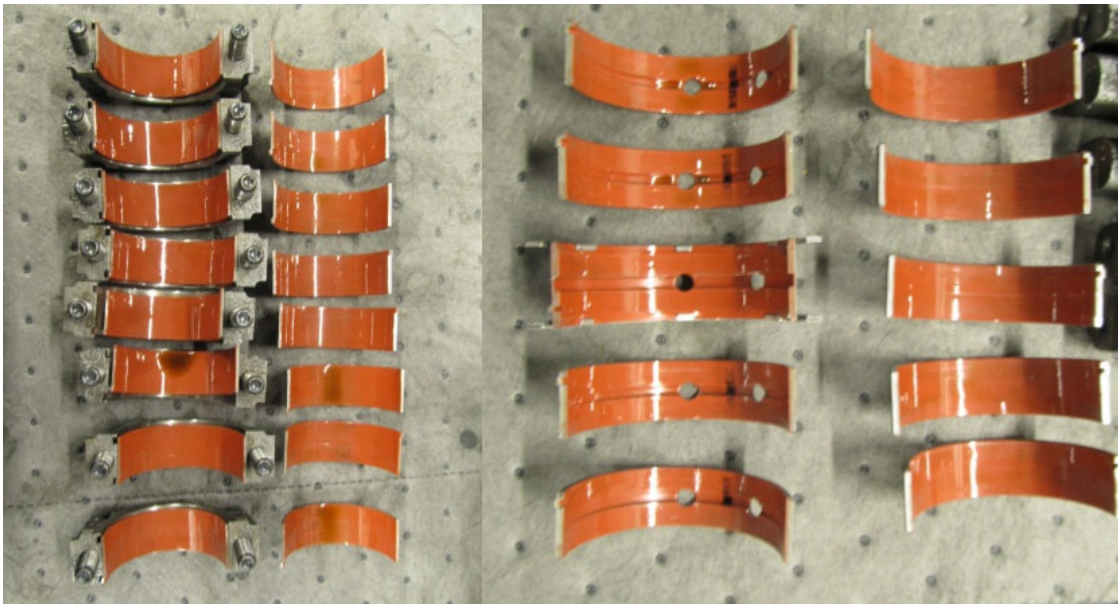
This concern could be caused by excessive crankshaft end play.

Check to determine if the crank shaft end play is within specification 0.0015–0.0086 in (0.040–0.220 mm). See eSI.

If end play is found to be out of specification, remove engine and inspect for possible Crankshaft thrust bearing and/or crankshaft for wear.

Note: If bearings and crankshaft look like components in attached picture, damage has not occurred.





Inspect thrust bearing for wear on one side and crankshaft on that “mating” surface.

If wear is evident (3 vertical channels worn off) replace connecting rod bearings, main bearings, thrust bearing and crankshaft.

Corvette Only

For this repair the oil tank with lines and oil cooler are both required to be replaced if equipped.

Note: Be sure to follow all SI documents for DSA replacement

For all other Crankshaft concerns

- As always, Please be sure to complete the SI diagnostics and the Cost Comparison Worksheet for Assembly Repair vs Replacement to determine if the engine requires a repair or replacement

- Be sure to Follow the latest version of [09-06-04-026G](#) to verify the ECM calibration is not an Aftermarket cal.

Note; It is required on dry sump engines, the oil tank and lines should be replaced when replacing and/or repairing the engine.

Also Note; If equipped, the oil cooler is also required to be replaced.

If the customer prefers to KEEP the original numbers matching engine please call TAC for repair direction.

Warranty Information

For vehicles repaired under warranty, use:

| Labor Operation | Description | Labor Time |
|-----------------|------------------------|------------------------------------|
| 4066750 | Crankshaft 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.



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