TECHNICAL

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

Models:
2015-2019 Cadillac Escalade
2016-2019 Cadillac CTS-V
2014 Chevrolet Silverado 1500
2014-2019 Chevrolet Corvette
2015-2018 Chevrolet Silverado
2015-2019 Chevrolet Suburban, Tahoe
2016-2019 Chevrolet Camaro
2019 Chevrolet Silverado LD
2014 GMC Sierra 1500
2015-2018 GMC Sierra
2015-2019 GMC Yukon, Yukon XL
2019 GMC Sierra Limited
Equipped with 5.3L Engine (RPOs L83, L8B) or 6.2L Engine (RPOs L86, LT1, LT4)

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 L8B Engine RPO and change the Warranty coverage statement. Please discard Corporate Bulletin Number 15-06-01-002H.

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 caused by one of the following conditions:

- Active fuel management (AFM) lifter that is mechanically collapsed and/or stuck all of the time.
- Internal locking pin damage in the lifter, due to oil aeration.
- Lifter that has collapsed and is stuck in the lifter bore.
- The engine may have a bent push rod.

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.

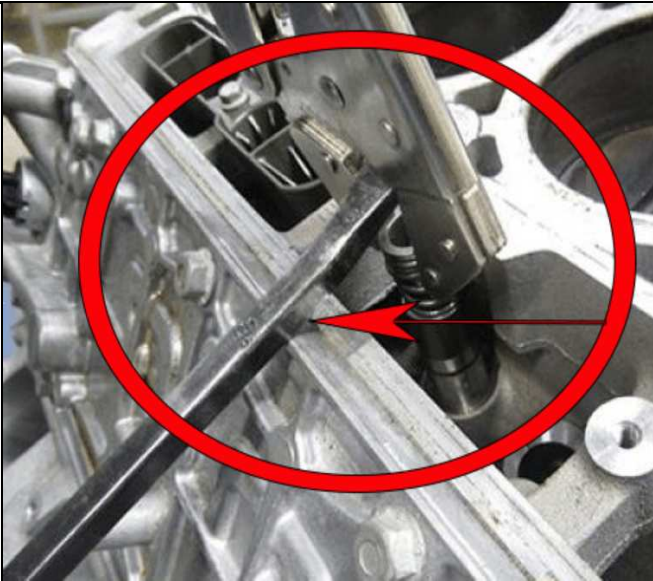If the lifter has spun the bore, the guides should also be replaced.

Recommendation/Instructions

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

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1. Use vice grips with a slide hammer.

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Note: Be sure **NOT** to pry on the sealing surface of the block, as shown in the illustration above.

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

Note: Only select the parts the coincide with the repair performed.

Causal Part	Part Number	Description	Qty
N/A	12660737	MANIFOLD ASM-VLV LFTR OIL (SERV KIT) (L83, L86, or LT1)	1
N/A	12660736	MANIFOLD ASM-VLV LFTR OIL (SERV KIT) (LT4)	1
N/A	12645725	LIFTER ASM-VLV (AFM)	4 (per Bank)
N/A	12659260	GASKET-CYL HD (6.2L)	1
N/A	12622325	GASKET-CYL HD (5.3L)	1
N/A	11546959	RIGHT SIDE CYLINDER HEAD BOLTS	10
N/A	11611976	LEFT SIDE CYLINDER HEAD BOLT	1
N/A	11546959	LEFT SIDE CYLINDER HEAD BOLTS	9
N/A	12657093	GASKET-EXH MANIF	1
N/A	12626354	GASKET-INT MANIF	8
N/A	Refer to EPC	SEAL, EXH SYS	1
N/A	12619787	GASKET-VLV RKR ARM CVR	1
N/A	12623308	GASKET-F/PMP BRKT	1
N/A	12618336	PIPE ASM-FUEL FEED INTER	1
N/A	12618337	PIPE ASM-FUEL FEED INTER	1
N/A	12668553	SEAL KIT-F/INJR (O RING)	2

Warranty Information

For vehicles repaired under the base Emission warranty coverage (Code E), 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.		