



Service Bulletin

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

Date: April, 2022

TECHNICAL

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

Models: 2015-2020 Cadillac Escalade
2016-2019 Cadillac CTS-V
2014 Chevrolet Silverado 1500
2014-2019 Chevrolet Corvette
2015-2018 Chevrolet Silverado
2015-2020 Chevrolet Suburban, Tahoe
2016-2021 Chevrolet Camaro
2019 Chevrolet Silverado LD
2014 GMC Sierra 1500
2015-2018 GMC Sierra
2015-2020 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 from North America, Europe, Uzbekistan, Russia, Middle East, Iraq, Israel, Palestine, Argentina, Brazil, Bolivia, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay, Venezuela, Japan, Cadillac Korea (South Korea), GM Korea Company, China, Taiwan, Thailand, Singapore, Philippines, Egypt, Other Africa, South Africa

This bulletin has been revised to update the Suburban, Tahoe, Yukon and Yukon XL Model Year to 2020, the Camaro Model Year to 2021, add new Note to Correction section, add new Important and Note to Recommendation/Instructions section, update the Parts Information section and update the warranty statement from Emission to Powertrain in the Warranty Information section. Please discard Corporate Bulletin Number 15-06-01-002K.

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: Thoroughly inspect the camshaft and lifters for any damage to the lobes or rollers. If you find excessive wear on either component, it will be necessary to replace the camshaft and lifters. It is not necessary to replace the engine assembly. Refer to Service Bulletin # 18-NA-073: Repair Guidelines for Engine Component Wear.

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

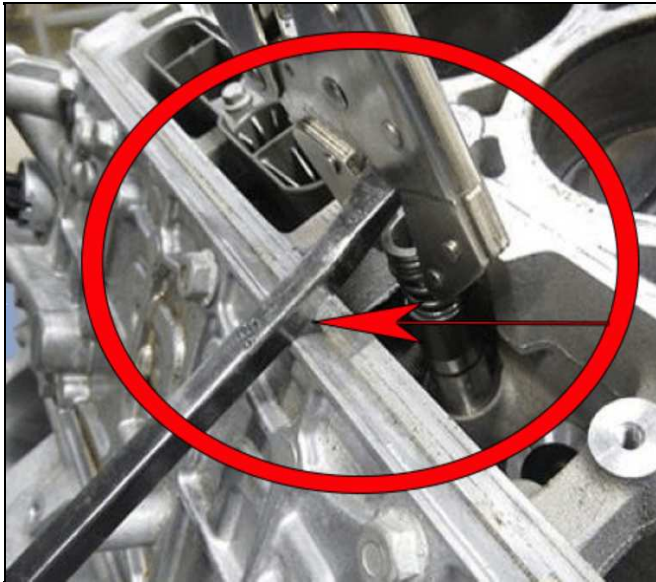
Important: Any time a lifter is replaced, the lifter guide(s) must also be replaced.

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.

Note: Refer to Service Bulletin # 20-NA-038 for additional information on AFM and DFM usage.

Parts Information

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

Causal Part	Part Number	Description	Qty
N/A	19431561	MANIFOLD ASM-VLV LFTR OIL (SERV KIT) (L83, L86, L8B or LT1)	1
N/A	19431563	MANIFOLD ASM-VLV LFTR OIL (SERV KIT) (LT4) Kit usage is determined by fuel pipe part number removed	1
N/A	19431574	MANIFOLD ASM-VLV LFTR OIL (SERV KIT) (LT4) Kit usage is determined by fuel pipe part number removed	1
N/A	12669185	GUIDE, VLV LFTR (see catalog reference)	2
N/A	12669184	GUIDE, VLV LFTR (see catalog reference)	2
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	12668553	SEAL KIT-F/INJR (O RING)	2
N/A	Refer to EPC	PIPE, FUEL FEED INTER	1
N/A	Refer to EPC	PIPE, FUEL FEED INTER (from PUMP to CROSSRAIL LINE)	1

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.		

