



Service Bulletin

Bulletin No.: 16-NA-383

Date: June, 2024

TECHNICAL

Subject: Information on Rough Idle, Crank No Start, Extended Crank or Misfire Due to Excessive Carbon on Top of Valves or Sticking Valves, Malfunction Indicator Light (MIL) Illuminated - DTC P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308 Set

This Service Bulletin replaces PIP5029H. Please discard all versions of PIP5029.

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Buick	GM Passenger Cars and Light/Medium Duty Trucks (including LCF MD)	2000	2025	—	—	Gasoline Engines Only	—
Cadillac							
Chevrolet							
GMC							

Involved Region or Country	North America
Condition	<p>Some customers may comment on the following conditions:</p> <ul style="list-style-type: none"> • Rough idle • Crank no start • Extended crank • Engine misfire <p>The technician may find one or more of the following DTCs set:</p> <ul style="list-style-type: none"> • P0300 • P0301 • P0302 • P0303 • P0304 • P0305 • P0306 • P0307 • P0308 <p>SI diagnosis may or may not isolate the cause of the misfire depending on whether the intake/exhaust valves are sticking at the time of the diagnosis.</p>
Cause	<p>This condition may be caused by major carbon build-up on the intake and/or exhaust valves due to fuel contamination or incomplete burning of the fuel as shown below, so the misfires should not have appeared until accumulating at least 8,000 km (5,000 mi) or more.</p>

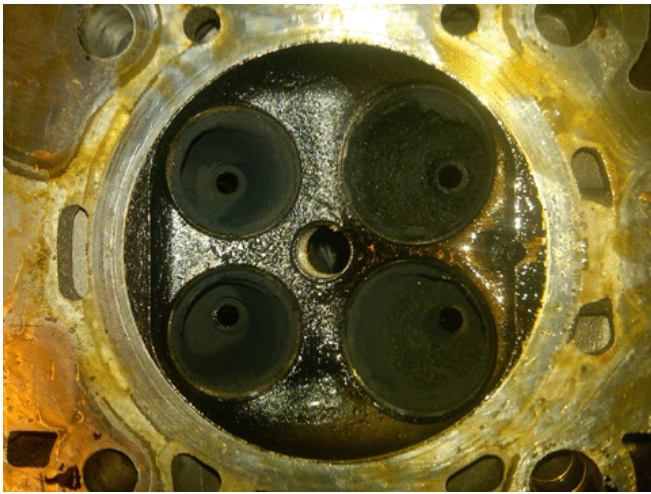
Important: Service agents must comply with all International, Federal, State, Provincial, and/or Local laws applicable to the activities it performs under this bulletin, including but not limited to handling, deploying, preparing, classifying, packaging, marking, labeling, and shipping dangerous goods. In the event of a conflict between the procedures set forth in this bulletin and the laws that apply to your dealership, you must follow those applicable laws.

Note: Fuel oxidation and volatility concerns can often cause these issues as well, however they cannot generally be checked in service. Trying a different, high quality Top Tier fuel and regular oil changes is

sometimes the best diagnostic. Additional gasoline retailers are added to the TOP TIER list when their gasoline meet the TOP TIER Detergent Gasoline Standards. For the most up to date list of fuel marketers that offer TOP TIER Detergent Gasoline, refer to this website: www.toptiergas.com.

Information

Important: A new reformulated Top Engine Cleaner has been released by CCA Parts and is recommended and approved to use in the GM vehicle line. The graphics below may show typical carbon build-up during engine disassembly and inspection of the cylinder heads:



2836273



2857954



2836275



2857955







When the engine is cold, the compression on multiple cylinders may be at 0 kPa (0 psi).

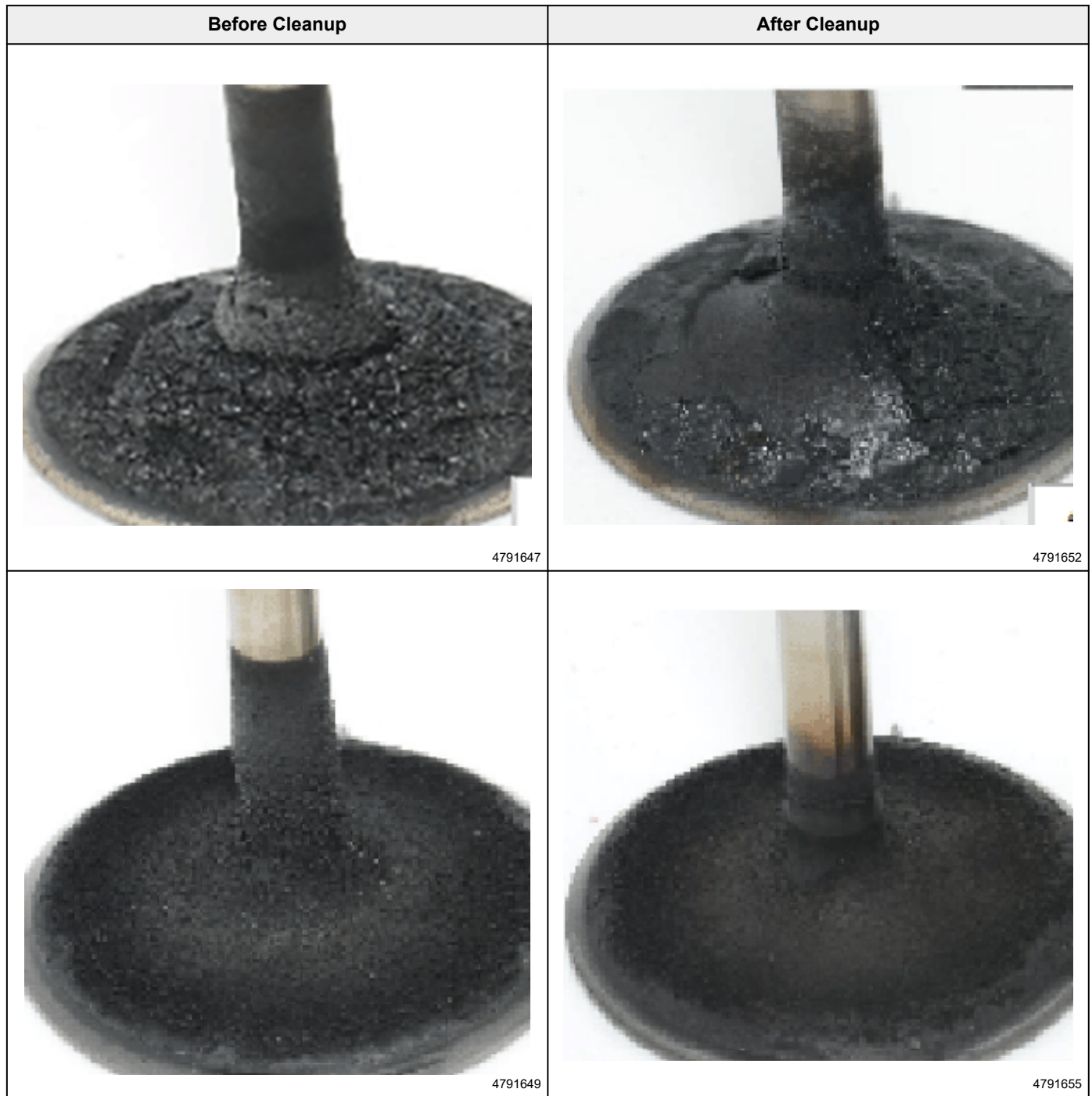
The engine also may pop through the intake or exhaust while cranking and the spark plugs may be fuel-fouled when inspected.

Some engines may also experience valve damage or cam followers that are out of position as a result of this.

If this concern is encountered, perform SI diagnosis. If the SI diagnosis leads to a compression loss due to a valve sealing concern and/or eliminates everything else external to the engine, the following information may help:

- If there is no sign of valve damage or cam followers that are out of place, perform the following procedure to free up sticking valves and to remove carbon from the valves and pistons.
- If valve damage is present or if there are cam followers that are out of place, perform engine mechanical repairs as necessary to correct the concern and then perform the procedure below to prevent the concern from returning.
- Perform an upper engine and valve cleaning procedure.
- Below are examples of valves that have gone through a Top Engine cleaning procedure.

Before Cleanup	After Cleanup
 <p data-bbox="726 824 794 851">3979074</p>	 <p data-bbox="1420 824 1489 851">3979169</p>
 <p data-bbox="726 1496 794 1523">4791643</p>	 <p data-bbox="1420 1496 1489 1523">4791651</p>



Video Training (U.S. Dealers)

There is also a related training video on this subject that was included in the January 2013 Emerging Issues Video that technicians should consider viewing. Because the training video does not mention this, please note that it is acceptable to use equivalent tools and the engine oil and filter should also be replaced to complete the repairs. The training video is available at the GM Center of Learning Website and can be viewed by following this path:

- ⇒ Go to www.centerlearning.com
- ⇒ Enter Training ID
- ⇒ Click Resources



- ⇒ Click Service Know How / Tech Assist
- ⇒ Click Emerging Issues
- ⇒ Click 10213.01D - January 2013 Emerging Issues (VOD)
- ⇒ Click the Topics Tab on Upper Right

Description	Course Name and Number
Decarbonizing Valves in SIDI Engines	#10213.01D January 2013 Emerging Issues (VOD)
Top Tier Detergent Gasoline Featuring: Bulletin 05-06-04-022	#10214.10D October 2014 Emerging Issues

Service Procedure

Warning: Please follow all safety instructions noted on the bottle and service tool. Ensure safety

glasses and gloves are being worn during the procedure.

Fuel Injector Cleaner Kit J-35800-A	Cleaner Nozzle EN-35800-20
 <p>The image shows the Fuel Injector Cleaner Kit J-35800-A. It consists of a cylindrical metal canister with a blue label that reads '7448A Fuel Injection Cleaner'. The canister is connected to a black hose with brass fittings. A pressure gauge is attached to the hose, and there are several brass connectors and a black cap. The OTC logo is visible on the canister.</p> <p style="text-align: right;">4630850</p>	 <p>The image shows the Cleaner Nozzle EN-35800-20. It is a blue plastic nozzle with a brass fitting at the top and a brass nozzle tip at the bottom. The nozzle has a blue handle with a trigger mechanism.</p> <p style="text-align: right;">4630851</p>

Important: Extreme care must be taken not to hydro-lock the engine when inducing the cleaner, especially if it is induced without Fuel Injector Cleaner Kit J-35800-A or equivalent. If too much cleaner is induced at too low of an RPM, or if you force the engine to stall by inducing too much cleaner at once, the engine may hydro-lock and bend a connecting rod(s).

1. Fill Cleaner Kit J-35800-A with Air Intake, Combustion Chamber Cleaner, approximately 650 ml (22 oz-2 cans), and close the cap of the tool tightly. Set the air pressure to 260 kPa (40 psi) at the service tool.
2. Using GDS 2 or a Scan Tool, command engine idle to 2000 rpm to prevent the engine from stalling. Typically 2,000 rpm will be sufficient.

Note: Two applications of the Top Engine Cleaner may be necessary to perform a total cleanup depending on the condition of the combustion chamber.

3. In a well-ventilated area with the engine at operating temperature, slowly/carefully induce the Top Engine Cleaner into the engine, which should take approximately 3 minutes.
 - ⇒ For best results, it is suggested to induce the cleaner through the throttle body with Fuel Injector Cleaner Kit J-35800-A or equivalent and NEW Cleaner Nozzle EN-35800-20, which has been developed to help atomize the cleaner.

4. After the entire contents of Air Intake, Combustion Chamber Cleaner has been induced, continue to run the engine for 2 minutes at idle.
5. Change the engine oil and filter, and advise the customer to only use one of the Top Tier Gasoline locations listed at <http://www.toptiergas.com> and/or in the latest version of Corporate Bulletin Number 05-06-04-022 to minimize future deposits. It can also be recommended to add a bottle of ACDelco Fuel System Cleaner 44K at every oil change as mentioned in the latest version of Corporate Bulletin Number 04-06-04-051.
6. Test drive the vehicle, **using only light acceleration**, and clear any DTCs if necessary.

Important: GM does not recommend the use of any aftermarket top engine cleaning product. Some products may cause harmful effects to components or seals and may void the terms of the vehicle warranty. Use only the GM products listed below, which have been tested and approved.

Parts Information

Description	Part Number	Qty
ACDelco Fuel System Cleaner 44K (Gas Tank Additive)	19435370 (U.S. and Canada)	1
	19368261 (Mexico)	
ACDelco Air Intake, Valve and Combustion Chamber Cleaner and ACDelco Fuel System Cleaner 44K (Top Engine Cleaning Kit)	19435372 (U.S. and Canada)	1
	19369716 (Mexico)	
Oil Filter, Engine	Refer to EPC	1
Oil, Engine	Refer to EPC	5 qt

Warranty Information

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

Labor Operation	Description	Labor Time
4080148*	Decarbon Engine Using Upper Engine Cleaner	0.5 hr
Add	Change Engine Oil and Filter	0.3 hr

*This is a unique Labor Operation for bulletin use only.

Version	7
Modified	<p>Revised May 21, 2019 – Added the 2019 Model Year, updated the Video Training section to remove Canada and updated step 6 of the Service Procedure.</p> <p>Revised January 02, 2020 – Added the 2020 Model Year and part numbers for Mexico parts.</p> <p>Revised May 08, 2020 – Added information to the Video Training (U.S. Dealers) section and corrected Part Number to 19369716 for Fuel System Treatment Plus - Gasoline (Mexico).</p> <p>Revised June 15, 2021 – Added the 2021-2022 Model Years.</p> <p>Revised March 13, 2024 – Added the 2023-2024 Model Years and the first Important statement.</p> <p>Revised June 27, 2024 – Added the 2025 Model Year, replaced ACDelco Top Engine Cleaner and Fuel System Treatment Plus information with ACDelco Fuel System Cleaner 44K, and removed the link to PIP5029 under Video Training (U.S. Dealers).</p>

