Service Bulletin

Bulletin No.: PIP5774B

Date: July, 2025

PRELIMINARY INFORMATION

Subject: Diagnostic Aid For P3189 P318A P318B P318C P318D P318E P318F P3190

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Cadillac	Escalade	2021 - 2025		All	All	6.2 L87	All
Cadillac	Escalade ESV	2021 - 2025		All	All	6.2 L87	All
Chevrolet	Silverado 1500	2019 - 2025		All	All	5.3 L84 6.2 L87	All
Chevrolet	Suburban	2021 - 2025		All	All	5.3 L84 6.2 L87	All
Chevrolet	Tahoe	2021 - 2025		All	All	5.3 L84 6.2 L87	All
GMC	Sierra 1500	2019 - 2025		All	All	5.3 L84 6.2 L87	All
GMC	Yukon	2021 - 2025		All	All	5.3 L84 6.2 L87	All
GMC	Yukon XL	2021 - 2025		All	All	5.3 L84 6.2 L87	All

Involved Region or Country	North America
Condition	Some customers may comment that the SES (Service Engine Soon) lamp is illuminated or was illuminated and turned off. Technician may notice that DTCs P3189 P318A P318B P318C P318D P318E P318F P3190 (Trapped High Pressure Exhaust Charge) active or stored in history.
Cause	The cause of this concern may be related to a prior engine replacement or major engine repair in which the crankshaft variation relearn procedure was not completed.

Correction

If you encounter a vehicle with any of the above DTC's it will be necessary to perform a crankshaft variation relearn.

Once the relearn procedure has been completed it will be necessary to re-evaluate the vehicle to see if the DTCs return. If the codes do return, please follow SI diagnostics for the particular DTC.

These DTCs can also be caused by a cylinder on the opposite bank from the location of the DTC. It may be necessary to inspect for any valve train concerns on the opposite bank if the concern continues to happen.

Note: System Description, what causes the DTC to set:The DTC diagnostic looks at crank speed to determine whether there was a deactivation error (either in timing or hardware) prior to the exhaust stroke. Normally we deactivate the DFM lifters after the exhaust valve opens and before the intake valve opens. If we deactivate between the intake valve opening and the exhaust valve opening, then we could draw in air during the intake portion, compress and burn it, but never exhaust it leaving a high pressure trapped charge in the cylinder that will get compressed on the next engine cycle TDC and spring back afterwards. The diagnostic tries to detect this spring effect by measuring the crank speed variation.

Version	3
Modified	01/08/2021 - Created on. 08/04/2022 - Update to model years, cause and correction. 07/16/2025 - Update model years