



# Service Bulletin

## PRELIMINARY INFORMATION

**Subject:** Engine Runs With Intermittent Crank No Start With P0011 Or P00C6 May be Current Or Set In History

**Models:** 2014-2015 Chevrolet Corvette, Silverado, Suburban, Tahoe  
2014-2015 GMC Sierra, Yukon, Yukon XL  
Equipped with 4.3L, 5.3L 6.2L Engine (RPOs LV3, L83, L86, LT1)

*This PI was superseded to add information from another PI to remove one.. Please discard PIP5130D.*

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

### Condition/Concern

Crank no start with DTC P0011 and / or P00C6 stored current or in history.

The engine may sound like it is cranking fast and actual fuel rail pressure may be low.

A compression test may show lower than expected readings and exhaust flow from the tailpipe may be noticeably lower while cranking as compared to a known good vehicle

The fuel rail pressure sensor may show 300 - 400 PSI and will slowly drop down into the 50 PSI range while cranking.

The Camshaft Position Actuator Solenoid Valve may be sticking or binding causing the valve timing to be retarded.

### Recommendation/Instructions

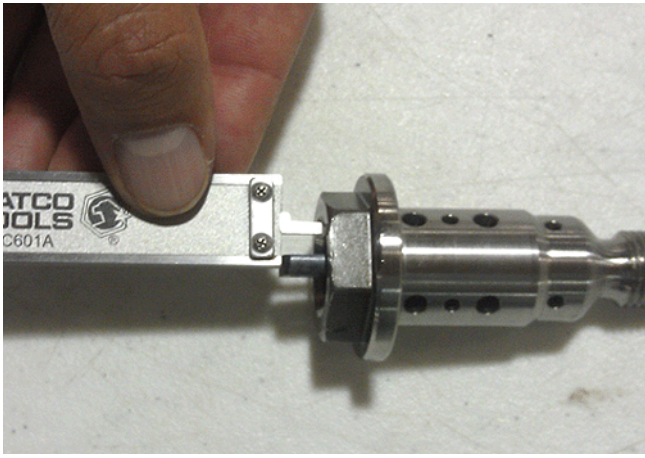
Before removing the camshaft position actuator solenoid valve, measure the height of the center portion (called the spool) to the outer body with calipers.

DO NOT apply force or pressure on the center portion.

A stuck valve will measure less than 6 mm

Reference the pictures below for measurements





If this is found replace the Camshaft Position Actuator Solenoid Valve

If the concern is an intermittent no start or crank no start, Then record the depth of the plunger and replace the Camshaft Position Actuator Solenoid Valve.

## Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
4064250	Camshaft Position Actuator Solenoid Valve 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.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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