



Service Bulletin

File in Section: 06 - Engine

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

Date: December, 2017

TECHNICAL

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

Models: 2015-2018 Cadillac Escalade
2016-2018 Cadillac CTS-V
2014 Chevrolet Silverado 1500
2014-2018 Chevrolet Corvette
2015-2018 Chevrolet Silverado, Suburban, Tahoe
2016-2018 Chevrolet Camaro
2014 GMC Sierra 1500
2015-2018 GMC Sierra, Yukon, Yukon XL
Equipped with 5.3L Engine (RPO L83) or 6.2L Engine (RPO 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 2018 Model Year, update the Cause and change a picture. Please discard Corporate Bulletin Number 15-06-01-002E.

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

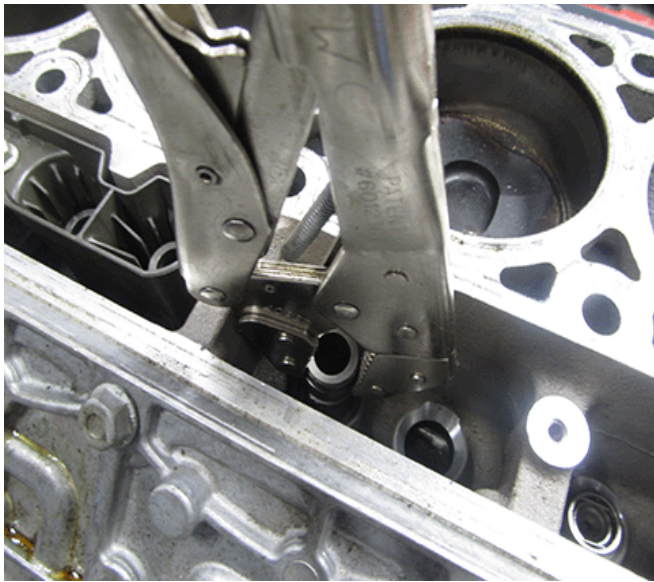
Note: Inspect the camshaft for damage while the lifters are removed from the engine. If damage is found, replace the camshaft per SI.

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.

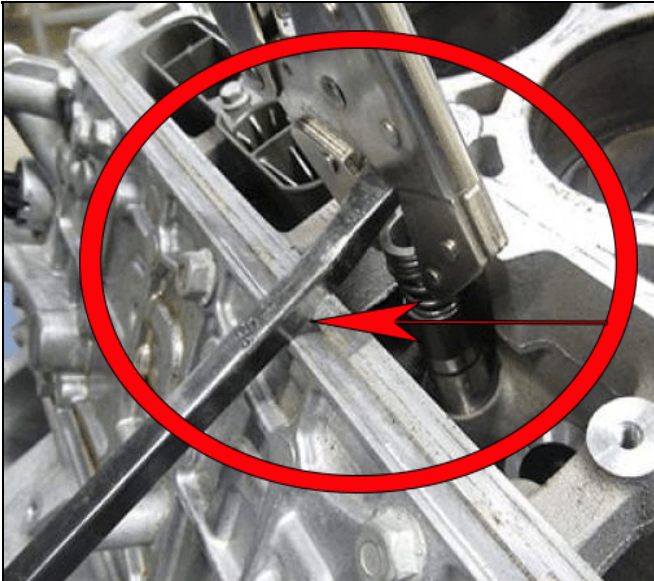
Recommendation/Instructions

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

| Part Number | Description |
|-------------|---|
| 12660737 | MANIFOLD ASM-VLV LFTR OIL (SERV KIT) (L83, L86, or LT1) |
| 12660736 | MANIFOLD ASM-VLV LFTR OIL (SERV KIT) (LT4) |
| 12623104 | GASKET-VLV LFTR OIL UPR MANIF |
| 12645725 | LIFTER ASM-VLV (AFM) (4 per Bank) |
| 12659260 | GASKET-CYL HD (6.2L) |
| 12622325 | GASKET-CYL HD (5.3L) |
| 11546959 | RIGHT SIDE CYLINDER HEAD BOLTS (10) |
| 11611976 | LEFT SIDE CYLINDER HEAD BOLT (1) |
| 11546959 | LEFT SIDE CYLINDER HEAD BOLTS (9) |
| 12657093 | GASKET-EXH MANIF |
| 12626354 | GASKET-INT MANIF (8) |
| 12619787 | GASKET-VLV RKR ARM CVR |
| 12623308 | GASKET-F/PMP BRKT |
| 12618336 | PIPE ASM-FUEL FEED INTER |
| 12618337 | PIPE ASM-FUEL FEED INTER |
| 12618338 | PIPE ASM-FUEL FEED |
| 12668553 | SEAL KIT-F/INJR (O RING) (2) |

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. | | |

