



# Service Bulletin

## PRELIMINARY INFORMATION

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

**Models:** 2015-2016 Cadillac Escalade  
2016 Chevrolet Camaro  
2014-2016 Chevrolet Corvette, Silverado, Suburban, Tahoe  
2014-2016 GMC Sierra, Yukon, Yukon XL  
Equipped with 4.3L, 5.3L 6.2L Engine (RPOs LV3, L83, L86, LT1, LT4)

*This PI was superseded to update Recommendation/Instructions and Model Years. Please discard PIP5130F.*

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

1. Use the GDS to actuate the cam phaser solenoid 4 or 5 times then try starting the vehicle.  
GDS steps
  - 1.1 Engine control module
  - 1.2 Control function
  - 1.3 Camshaft position actuator system
  - 1.4 Intake camshaft position actuator solenoid valve
  - 1.5 Cycle the solenoid 4 or 5 times then try to start the engine If the engine does not start go to the next step
2. Begin by disabling ignition. Remove KR75 Engine Controls Ignition Relay located in the Under Hood Fuse Block in position 70 according to the fuse block lid map.

Also disable fuel by removing the Fuel Pump relay in position 59 according to the fuse block lid map.

Unplug the camshaft actuator to perform the following. Install a 20A fused jumper wire between the terminal 2 and 12V.

Tickle/tap the low reference terminal 1 to ground (by using the correct test terminal from the Kit. (J-35616-65B)) on the cam actuator magnet, while cranking the engine over.

Then try to start the engine. This may have to be performed more than once.

### Warranty Information

For vehicles repaired under warranty use:

| Labor Operation   | Description  | Labor Time |
|---|--|------------|
| *4080108  | Cycle/Energize Camshaft Position Actuator Solenoid Valve | 0.4 hr     |
| * This is a unique labor operation for bulletin use only. It will not be published in the Labor Time Guide. |  |            |

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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