



Service Bulletin

Bulletin No.: 21-NA-036

Date: March, 2022

INFORMATION

Subject: Information on Malfunction Indicator Lamp (MIL) Illuminated – DTC P0300, P0302 and/or P0305 Set

Brand:	Model:	Model Year:		VIN:		Engine: (3.0L, 3.6L V6)	Transmission:
		from	to	from	to		
Buick	LaCrosse	2017	2019	—	—	LGX	—
	Regal	2018	2020				
Cadillac	ATS	2016	2019			LGX	
	CT5	2020	2022			LGX	
	CT6	2016	2020			LGX	
	CTS	2016	2019			LGX	
	XT5	2017	2022			LGX	
	XT6	2020	2022			LGX	
						LGX	
Chevrolet	Blazer	2019	2022			LGX	
	Camaro	2016	2022			LGX	
	Colorado	2017	2022			LGZ	
GMC	Acadia	2017	2022			LGX	
	Canyon	2017	2022			LGZ	

Involved Region or Country	North America, Europe, Uzbekistan, Russia, Middle East, Iraq, Israel, Palestine, Argentina, Brazil, Bolivia, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay, Venezuela, Japan, Cadillac Korea (South Korea), GM Korea Company, China, Taiwan, Thailand, Singapore, Philippines, Australia/New Zealand, Other Africa, South Africa
Condition	Important: The information in the bulletin only addresses concerns with misfires on cylinders number 2 and/or 5, which are the active fuel management cylinders. These misfires may be all the time or after an AFM/V4 mode event. Some customers may comment that the MIL is illuminated. Technicians may find one or more of the following DTCs set in the engine control module (ECM): " P0300 " P0302 " P0305
Cause 1	This condition may be caused by oil leaking past the Active Fuel management System (AFM) Oil Control Valve (OCV) solenoid located in the camshaft cover allowing inadequate oil pressure to the AFM solenoid, which in turn deactivates the cylinder due to oil bleed off.
Cause 2	This condition may be caused by the rockers on one of these cylinders not latching.
Information	If this condition is found and there are no signs of any ignition or fuel injector concerns, you will need to inspect the AFM solenoid on either cylinder number 2 or cylinder number 5 depending on which DTC is set. 1. Remove and inspect the AFM solenoid and O-rings for any damage. 2. Inspect the bore inside the camshaft cover for abnormalities or porosity. During service, it was found that the solenoids came out of the cover with the end broken off, which does not allow you to completely install the new solenoid in the camshaft cover.



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Refer to graphic above for a good solenoid end that came apart. This picture shows the solenoid both the way it should look on top and the way it looks pulled apart on the bottom.



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The graphic on the left shows the inside of the bore with the solenoid out, but with the end of the solenoid stuck in it. The graphic on the right shows how it should look.

" If you find a vehicle with the end of the solenoid stuck in the bore, it can usually be easily removed utilizing a pick tool or a pair of transmission snap ring pliers as it is only held in with the O-ring that came off with it.

⇒ If the solenoid is damaged, replace the solenoid.

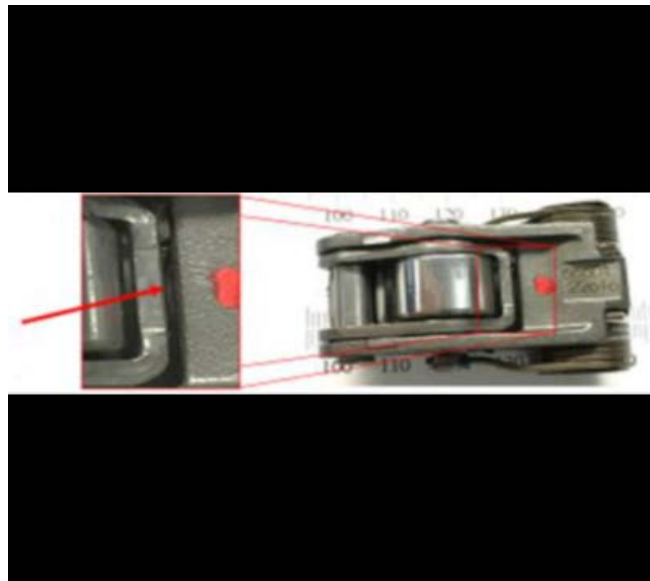
" If you find the solenoid is not the cause of the misfire, then inspect the rockers:

⇒ Remove the camshaft cover for the affected bank.

⇒ Turn the engine over by hand while watching the affected cylinder rockers and valves to ensure the rockers are actually opening the valve.



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- ⇒ If any of the valves do not open or the rockers appear broken at the latch pin, then replace all 4 SRFF's (rockers) and all 4 SHLA's (lifters) on that cylinder and re-evaluate the vehicle.
- ⇒ If the misfire only occurs when the vehicle comes out of AFM mode, then it can still be the rockers not latching and the SRFF's and SHLA's should still be replaced.

Version	2
Modified	Released February 12, 2021 March 11, 2022 - Added additional Models, 2018-2022 Model Years and updated the Information section.