



Service Bulletin

File in Section: -

Bulletin No.: PIP5130C

Date: April, 2014

PRELIMINARY INFORMATION

Subject: Engine Cranks But Will Not Start May Set P00C6

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This PI was superseded to update models and model years. Please discard PIP5130B.

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

Condition/Concern

Crank no start with DTC P00C6 set with low fuel rail pressure.

The engine may sound like it is cranking fast. A compression test may show to be low and/or exhaust flow out the tailpipe is noticeably low while cranking as well in this condition compared to a known good vehicle.

The fuel pressure sensor data is around 80 psi, while cranking the engine the fuel rail pressure is about 300-400 psi and then slowly drop down to 50 psi while cranking.

The cam actuator may be stuck 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. Start 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.

Note: For LT1 Remove KR75 Engine Controls Ignition Relay located in the Under Hood Fuse Block in position 61 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 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. This can be done by using the correct test terminal from the Kit. (J-35616-65B)

When the engine starts and runs the cam actuator or oil control valve does not need to be replaced.

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.