



Service Bulletin

File in Section: -

Bulletin No.: PIP5130D

Date: May, 2014

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This PI was superseded to refer to PIE0295 and update text. Please discard PIP5130C.

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

If the vehicle is a crank no start, perform PIE0295.

Record the depth of the plunger, contact PQC with all results from PIE0295.

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.

Note: Prep the Camshaft Position Actuator Solenoid Valve for shipping per the PIE0295, The valve will be requested back.

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.