

2014 - 2019 Corvette: Service Bulletin: #15-06-01-002K: Engine Misfire/Tick Noise, Malfunction Indicator Lamp (MIL) Illuminated - DTC P0300 Set - (Dec 17, 2020)

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Subject:	Engine Misfire/Tick Noise, Malfunction Indicator Lamp (MIL) Illuminated - DTC P0300 Set
Models:	2015-2019 Cadillac Escalade 2016 - 2019 Cadillac CTS-V 2014 Chevrolet Silverado 1500 2014 - 2019 Chevrolet Corvette 2015-2018 Chevrolet Silverado 2015-2019 Chevrolet Suburban, Tahoe 2016-2019 Chevrolet Camaro 2019 Chevrolet Silverado LD 2014 GMC Sierra 1500 2015-2018 GMC Sierra 2015-2019 GMC Yukon, Yukon XL 2019 GMC Sierra Limited Equipped with 5.3L Engine (RPOs L83, L8B) or 6.2L Engine (RPOs L86, LT1, LT4)
Attention:	This bulletin also applies to any of the above models from 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,

This bulletin has been revised to update the Parts Information section. Please discard Corporate Bulletin Number 15-06-01-002J.

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.

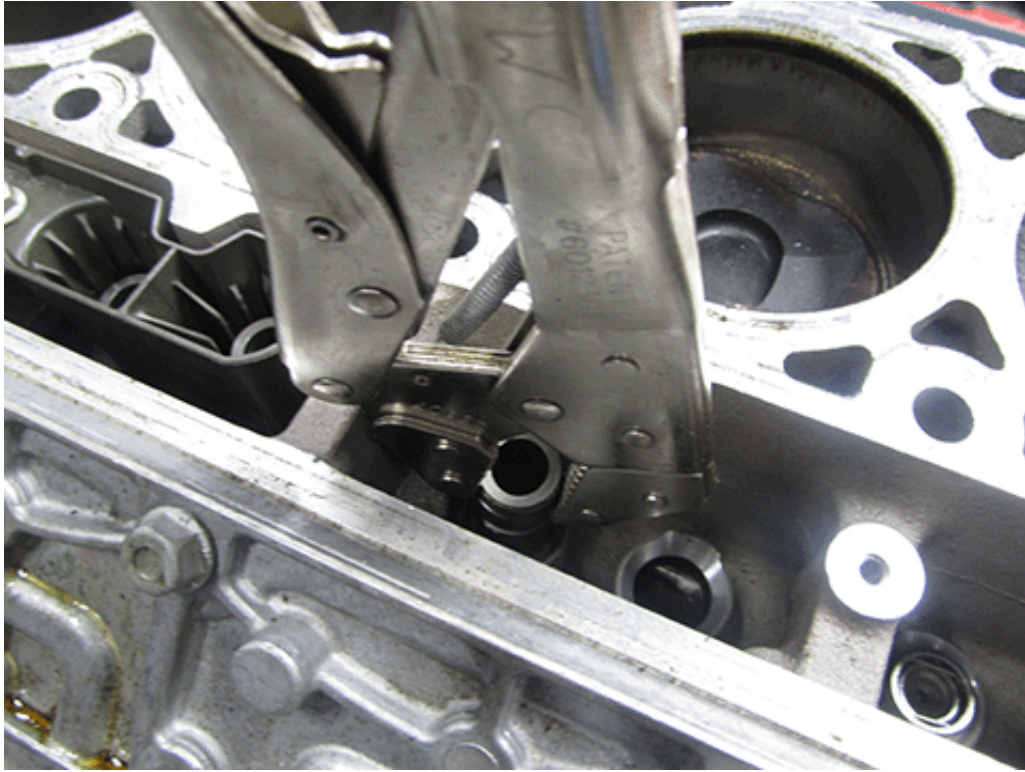
If SI diagnosis does not isolate the cause of this concern, technicians should inspect for valve operation.

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.

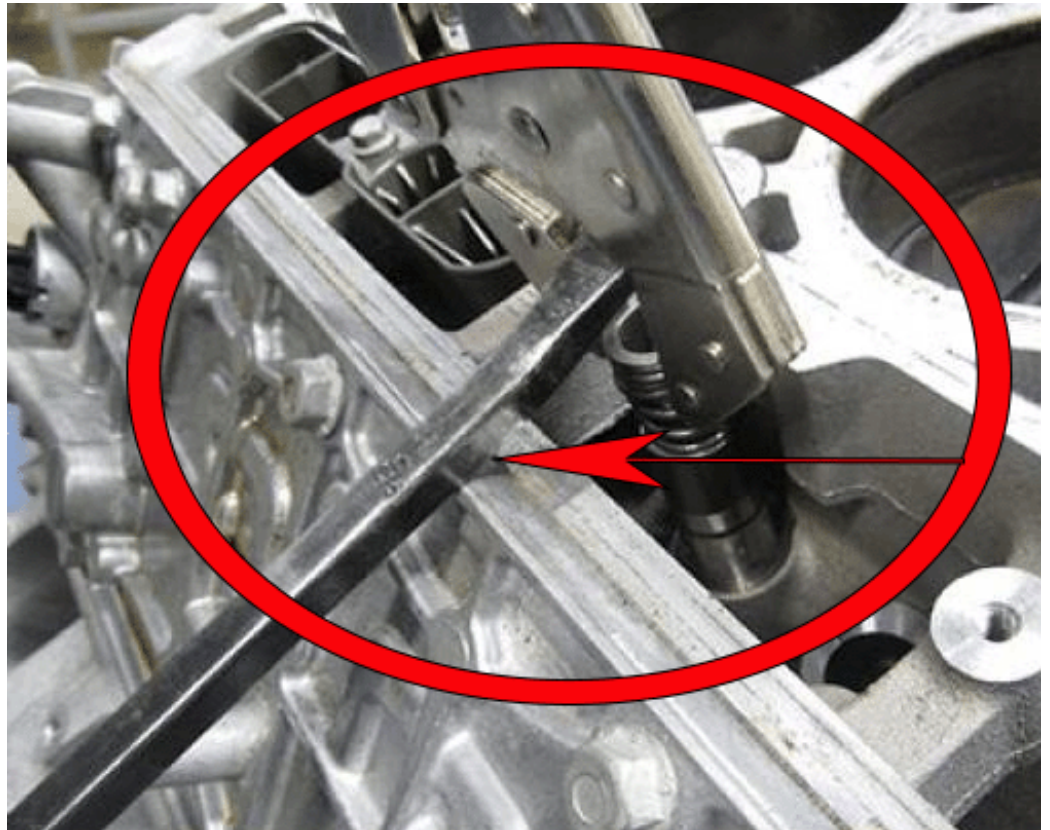
If the lifter has spun the bore, the guides should also be replaced.

Recommendation/Instructions

There are two approved processes for removing the lifter when stuck in the bore.



1. Use vice grips with a slide hammer.



Note: Be sure *NOT* to pry on the sealing surface of the block, as shown in the illustration above.

1. 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

Note: Only select the parts that coincide with the repair performed.

Causal Part	Part Number	Description	Qty
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N/A	12699740	MANIFOLD ASM-VLV LFTR OIL (SERV KIT) (L83, L86 or LT1)	1
N/A	12699793	MANIFOLD ASM-VLV LFTR OIL (SERV KIT) (LT4)	1
N/A	12659260	GASKET-CYL HD (6.2L)	1
N/A	12622325	GASKET-CYL HD (5.3L)	1
N/A	11546959	RIGHT SIDE CYLINDER HEAD BOLTS	10
N/A	11611976	LEFT SIDE CYLINDER HEAD BOLT	1
N/A	11546959	LEFT SIDE CYLINDER HEAD BOLTS	9
N/A	12657093	GASKET-EXH MANIF	1
N/A	12626354	GASKET-INT MANIF	8
N/A	Refer to EPC	SEAL, EXH SYS	1
N/A	12619787	GASKET-VLV RKR ARM CVR	1
N/A	12623308	GASKET-F/PMP BRKT	1
N/A	12668553	SEAL KIT-F/INJR (O RING)	2

Online URL:

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