



**IMPORTANT SERVICE
INFORMATION FOR:**

- ✓ SERVICE MANAGER
- ✓ SERVICE ADVISOR
- ✓ TECHNICIAN
- ✓ PARTS DEPARTMENT
- ✓ WARRANTY PERSONNEL

BULLETIN NUMBER:
IB16-J-001B

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GROUP:
ENGINE

CRANK NO START – INSPECT FOR SHEARED CAM PIN

AFFECTED VEHICLES

- 2012-2020MY Isuzu N-Series
Equipped with 6.0L Gas V-8 Engines

This bulletin supersedes information bulletin IB16-J-001A. This bulletin is being revised to update the Model Years. Please discard previous bulletin IB16-J-001A.

INFORMATION

Some customers may experience a “Crank No Start” condition in the vehicles listed above. The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this Information Bulletin.

Condition/Concern

On rare occasions, a crank no start may be encountered on a 6.0 V8 engine.

During diagnosis, the technician will find proper fuel pressure, spark from each spark plug wire, and proper injector pulse. However, the following concerns will be noted during their diagnosis: low static compression, excessive cylinder leakage past an intake or exhaust valve, the engine may start but run poorly if the CMP sensor is disconnected, and/or the valve train may not move while cranking the engine.

This concern may be the result of a sheared camshaft sprocket locating pin due to the camshaft seizing to the camshaft bearings at one time.

Recommendation/Instructions

If this concern is encountered, the following diagnostic steps should be performed as *necessary*:

1. Crank the engine while checking for movement in the valve train. This can be done by shining light down the oil fill tube on most models. If the valve train appears to be moving normally while the crankshaft is turning, continue to step 2. But, if you determine valve train is not moving while the crankshaft is turning, continue to step 4.
2. Disconnect the CMP sensor to see if the engine will start. If the engine starts, continue to step 4.
3. Perform the following WSM diagnostic procedures as necessary:
 - Engine Cranks But Does Not Run diagnostics in WSM

- Engine Compression Test in WSM (document results)
- Cylinder Leakage Test in WSM (document results)

If the WSM procedures above isolate an engine mechanical concern (low compression; excessive cylinder leakage through the exhaust or intake, any type of valve train damage, etc.), continue to step 4.

4. If you have completed steps 1, 2, or 3, remove the front cover to inspect for a sheared cam sprocket locator pin. See sheared cam locator pin in Figure 1 below.

5. If it is determined the cam sprocket locator pin has sheared the engine assembly will need to be replaced. Technicians are to contact the IQC per bulletin IB09-X-001E. Follow the instructions provided from the IQC to complete the repair.

Warranty Information

For vehicles repaired under warranty, please use the appropriate warranty labor operation.

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.



Figure 1