



Service Bulletin

Bulletin No.: 18-NA-115

Date: May, 2022

TECHNICAL

Subject: Cold Start Misfire and/or Rough Idle – DTC P0300 May Be Set

This bulletin replaces PIP4959G. Please discard all versions of PIP4959.

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		From	To	From	To		
Buick	Enclave	2009	2022	All	All	3.6L LLT, LFY	All
	Regal	2018	2019			3.6L LGX	
	LaCrosse Allure	2009	2019 2011			3.0 LF1, LFW, 3.6 LFX, LLT	
Cadillac	ATS	2013	2019			3.6 LFX, LF4, LGX	
	CTS	2010	2019			3.0 LF1, LFW, 3.6 LF3, LFX, LLT, LGX	
	CT5	2020	2022			3.0 LGY	
	CT6	2016	2020			3.6 LGW, LGX	
	SRX	2010	2016			2.8 LAU, 3.0 LF1, LFW, 3.6 LFX, LLT	
	XTS	2013	2019			3.6 LF3, LFX	
	XT5	2018	2022			3.6 LGX	
	XT6	2020	2022			3.6 LGX	
Chevrolet	Blazer	2019	2022			3.6 LGX	
	Camaro	2010	2022			3.6 LFX, LLT, LGX	
	Caprice PPV	2012	2017			3.6 LFX	
	Captiva Sport	2012	2015			3.0 LF1, LFW	
	Colorado	2015	2022	3.6 LFX, LGZ			
	Equinox	2010	2017	3.0 LF1, LFW, 3.6 LFX, LLT			
	Impala	2012	2019	3.6 LFX			
	Traverse	2009	2022	3.6 LLT, LFY			

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		From	To	From	To		
GMC	Acadia	2007	2022	All		3.6 LLT, LGX	All
	Canyon	2015	2022			3.6 LFX, LGZ	
	Terrain	2010	2017			3.0 LF1, LFW, 3.6 LFX, LLT	

Involved Region or Country	North America, Europe, Uzbekistan, Middle East, Iraq, Israel, Argentina, Brazil, Bolivia, Colombia, Ecuador, Paraguay, Peru, Uruguay, Venezuela, Japan, Cadillac Korea (South Korea), China, Taiwan, Thailand, Singapore, Philippines
Condition	Some customers may comment that during a cold start, the engine will misfire and/or have a rough idle and the Malfunction Indicator Lamp (MIL) may be illuminated. They may also comment that the condition goes away after the engine warms up. The technician may observe on a scan tool DTC P0300 (Engine Misfire Detected) set in the K20 Engine Control Module.
Cause	Possible engine cylinder block porosity causing a pinhole at the liner to deck face casting area, allowing engine coolant to leak into the affected cylinder. The technician may observe on a scan tool DTC P0300 Engine Misfire Detected set in the K20 Engine Control Module.
Correction	Inspect for the cause of this condition by performing the Service Procedure below.

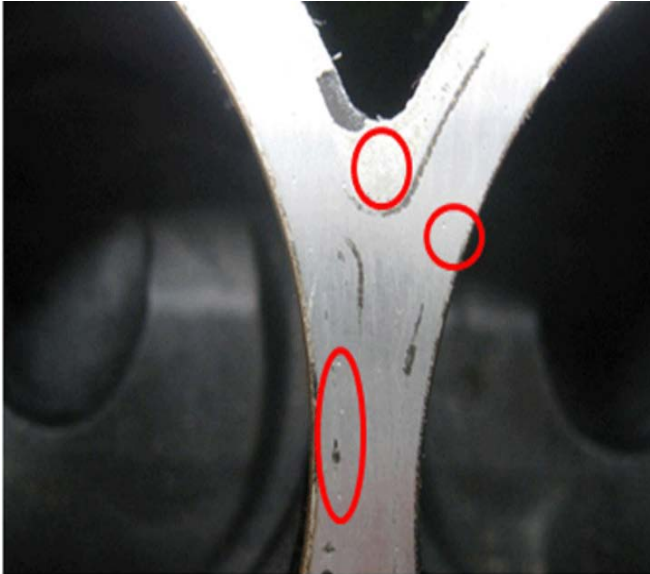
Service Procedure

Notice: A black light looks dark purple, but most of the light it emits is in the ultraviolet (UV) range of the spectrum, which is invisible to the human eye. Under a UV light, white clothes glow in the dark and many fluorescent colored items (e.g., coolant dye) will emit a bright glow.

1. A misfire on cold start up only and/or a rough idle with medium to high misfire counts, always occurring on one or two cylinders, with the condition going away after the engine warms up can be suspect for coolant entry at the liner to deck face casting. To inspect for the location of the possible cause of the condition, add coolant dye to the engine cooling system.
2. Run the engine through a complete operating temperature warm up (the thermostat should be fully open at 107°C (225°F)).
3. Pressurize the cooling system on a cold soak engine (after being warmed up to operating temperature).
4. Inspect the suspect cylinder(s) with a blacklight borescope for evidence of the coolant dye.
5. It may be difficult to see the actual source (e.g., a pin hole) but the leaking coolant will usually stream down the liner so that it can be seen with a borescope. Do not confuse residual fuel on the piston crown/surface as engine coolant.
 - ⇒ If the borescope inspection is inconclusive, it may be necessary to remove the cylinder head for further visual inspection.

Notice: Small surface pock marks or pitting appearance on the deck surface is normal and an engine should not be replaced for any such appearance marks as they do not connect to the engine coolant passages and cause a leak path that will generate engine misfires.

6. With the cylinder head removed, perform a visual inspection. Reference the following pictures provided. The first two pictures represent normal examples of deck pitting and **are not** the cause of the misfire and/or rough idle condition.

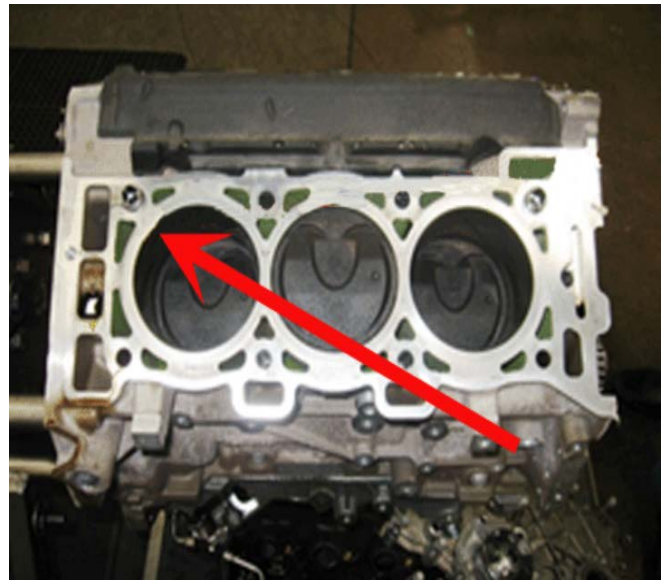


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7. The two following pictures represent an example and the location of how actual engine cylinder block porosity appears. This would be a cause of the condition.



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Notice: This porosity condition is rare, therefore the technician should inspect the suspect cylinder(s) and look for a break/pinhole in the carbon ring area.

Shown at the deck face to cylinder liner interface location is an area of engine cylinder block porosity that has caused an engine coolant leak path into the cylinder, causing medium to high misfire counts when the engine is cold.

⇒ If this condition is verified, the engine **must** be replaced.

Dealers required to contact the Product Quality Center (PQC) should refer to: **Service Bulletin 20-NA-138 (U.S.) or 16-NA-338 (Canada): Warranty Administration – Engine and Transmission Assembly Replacement** in SI and reference this Corporate Bulletin.

Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
4067490	Engine Replacement	Use Published Labor Operation Time

Version Information

Version	4
Modified	<p>Released April 13, 2018</p> <p>October 01, 2018 – Added certain Model Year 2016-2019 vehicles and engine RPO LFY, LGX and LGZ.</p> <p>September 02, 2020 – Added the 2020 and 2021 Model Years and 2019-2021 Blazer, 2020-2021 CT5, 2016-2020 CT6, 2019-2021 XT5, 2021 XT6 models, updated the Involved Region or Country section and updated the PQC Bulletin references at the end of the Service Procedure.</p> <p>May 02, 2022 – Added the 2018-2019 Buick Regal and 2022 Model Year for certain vehicles and updated the Involved Region or Country section.</p>

