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|-----------|-----------------|-----------|-----|-----|---|-----|
| Chevrolet | Suburban | 2015-2017 | All | All | 5.3L L83 | All |
| Chevrolet | Tahoe | 2015-2017 | All | All | 4.3L, 5.3L, 6.2L L83, L86, LV1, LV3 | All |
| GMC | Sierra 1500 | 2014-2017 | All | All | 4.3L, 5.3L, 6.2L L83, L86, LV1, LV3 | All |
| GMC | Yukon Models | 2015-2017 | All | All | 5.3L, 6.2L L83, L86 | All |

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| <i>Involved Region or Country</i> | North America |
| <i>Additional RPO/s:</i> | N/A |
| <i>Condition</i> | <p>A vehicle may have a concern of DTC P050D setting along with a P0300 after a cold start up.</p> <p>White smoke and/or coolant odor may come from exhaust for an extended period of time at cold start</p> |

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|--------------|------------------------------------|
| | as well. |
| <i>Cause</i> | Coolant getting into the cylinders |

Correction

If service information for the P050D does not isolate the concern the following may be helpful.

Misfires on start up only, with high rates always on one cylinder, can be suspect for coolant entry at the liner to deck face casting or the casting line in the intake port of the cylinder head.

To inspect for this concern, add coolant dye to the system, run engine through warm up, pressurize the cooling system after warming the engine to operating temperature (let the engine cool overnight) and inspect the suspect cylinder with a borescope for coolant dye evidence.

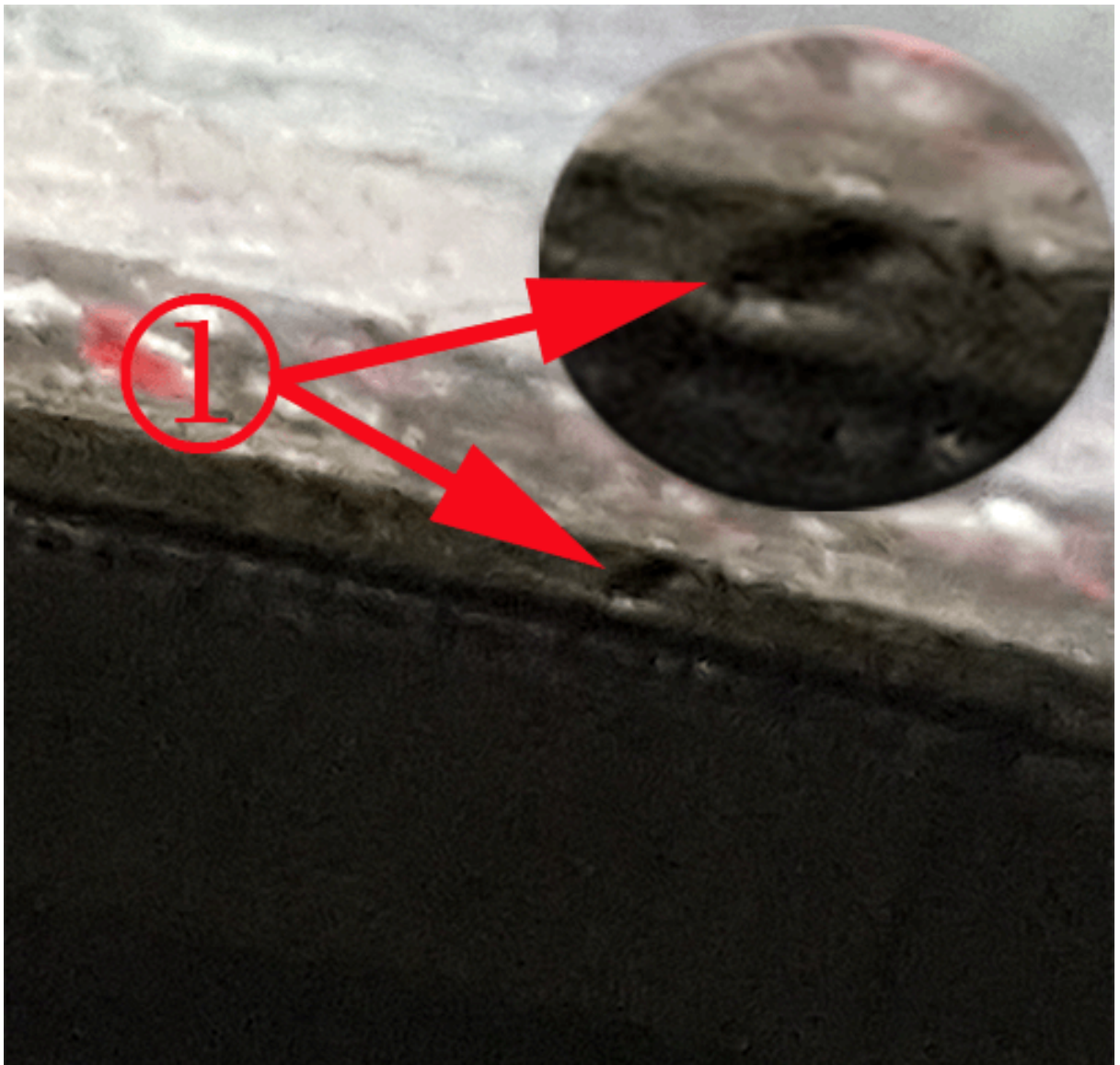
At times it may be necessary to remove the head for inspection.

If the head casting line is the concern the intake port will be wet with a coolant oil mix.



If this is found the cylinder head will need to be replaced

For coolant entry at the liner to deck face casting of the cylinder bore.



It is hard to see the actual source (pin hole) but it usually streams down the liner so that you can see it with a borescope. (Sometimes) The top of the piston will be steam cleaned.

Do not confuse residual fuel on the piston crown / surface as coolant. Some fuel residue may be present and can be mistaken as coolant (reason for the cooling system Dye to be added). Use black light to confirm the liquid is coolant. If this concern is present, do not replace the cylinder head because that will not repair this concern. Call PQC per the latest version of 02-07-30-029, if required, reference this PI and replace the engine.

Small surface pock marks or pitting appearance on the deck surface is

normal and engines should not be replaced for such appearance as they do not connect to coolant passages and cause a leak path that generate engine misfires. During engine warranty analysis studies, engines are being replaced for small pitting in the deck face as described above, when the subject cylinder / piston is saturated with fuel and not coolant

Engines replaced for light / shallow pitting conditions will be returned to the dealership as non-defective.

Online URL:

<https://www.corvetteactioncenter.com/tech/knowledgebase/article/2016-2017-corvette-service-bulletin-pip5498-ses-lamp-p050d-p0300-setting-on-a-cold-start-1364.html>