

# 2014 - 2018 Corvette: Service Bulletin: #PIP5248D: Stalling Shudder And/or Hard shifting Into 1st Gear Or Reverse Vibration On launch

## #PIP5248D: Stalling Shudder And/or Hard shifting Into 1st Gear Or Reverse Vibration On launch (With Excessive Crankshaft End Play) - (Aug 10, 2017)

**Subject:** Stalling Shudder And/or Hard shifting  
Into 1st Gear Or Reverse Vibration On  
launch (With Excessive Crankshaft  
End Play)

Brand:	Model:	Model Year: from	to	VIN: from	to	Engine:	Transmis sion:
Cadillac	CTS-V	2015 - 2018		All	All	6.2L LT4	All
Cadillac	Escalade	2015-2018		All	All	6.2L	L86 All
Chevrolet	Camaro	2016-2018		All	All	6.2L LT1 LT4	All
Chevrolet	Corvette	2014 - 2018		All	All	6.2L LT1 LT4	All
Chevrolet	Silverado	2014-2018		All	All	4.3L 5.3L 6.2L LV3 L86	All
Chevrolet	Suburban	2015-2018		All	All	5.3L	L83 All
Chevrolet	Tahoe	2015-2018		All	All	5.3L	L83 All

GMC	Sierra	2014-2018	All	All	4.3L	All
					5.3L	
					6.2L	
					LV3 L83	
					L86	
GMC	Yukon	2015-2018	All	All	5.3L	All
	Module				6.2L	L83
						L86

## **Supersession Statement**

This PI was superseded to update Models. Please discard PIP5248C.

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

### **Condition/Concern**

Corvette Only

Customers may have a Corvette that exhibits one of the following conditions:

1. Stalling, Shudder and/or Hard shifting into 1st gear or Reverse for manual transmission or Stalling after a driveline replacement.
2. Auto transmission it could be a vibration on takeoff or clunk Truck, ~~S10~~ Camaro, CTS –V

Clunk when shifting into reverse or drive (automatic)

The crankshaft and or Thrust Bearing needs to be replaced, please use following information before considering a crankshaft replacement.

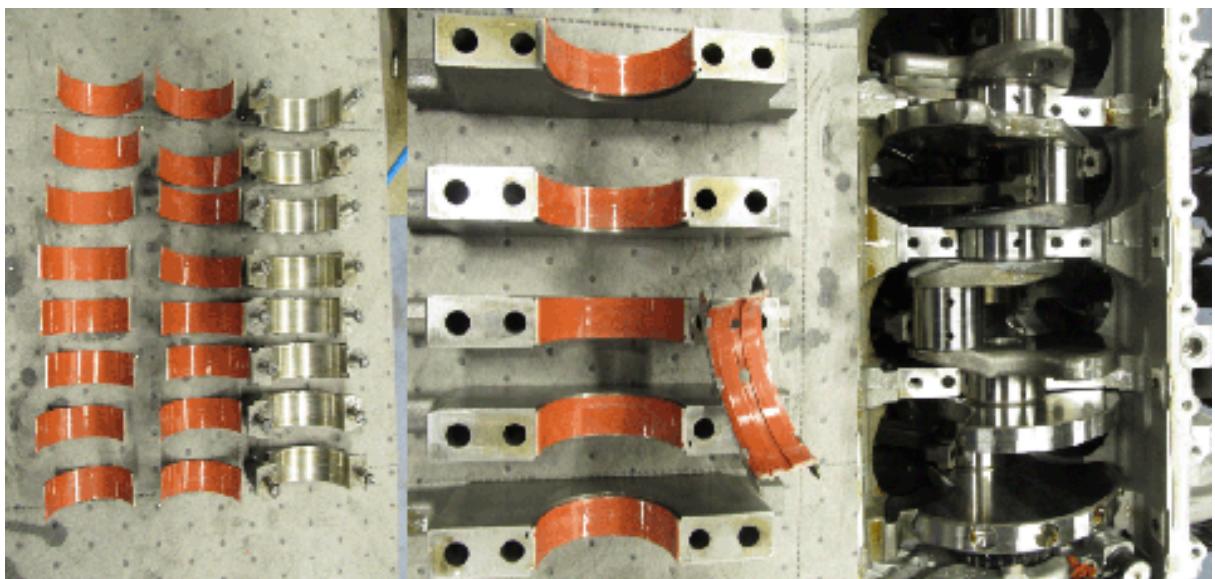
### **Recommendation/Instructions**

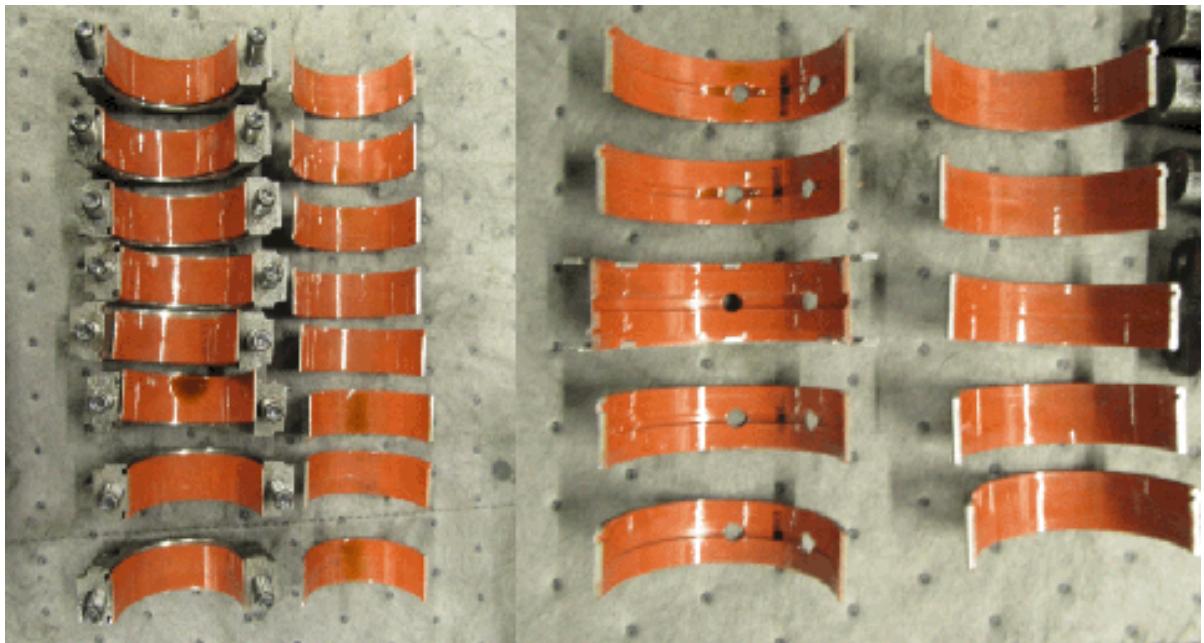
This concern could be caused by excessive crankshaft end play.

Check to determine if the crank shaft end play is within specification 0.0015–0.0086 in (0.040–0.220 mm). See eSI.

If end play is found to be out of specification, remove engine and inspect for possible Crankshaft thrust bearing and/or crankshaft for wear.

**Note:** If bearings and crankshaft look like components in attached picture, damage has not occurred.





Inspect thrust bearing for wear on one side and crankshaft on that “mating” surface.

If wear is evident (3 vertical channels worn off) replace connecting rod bearings, main bearings, thrust bearing and crankshaft.

Corvette Only

For this repair the oil tank with lines and oil cooler are both required to be replaced if equipped.

**Note:** Be sure to follow all SI documents for DSA replacement

For all other Crankshaft concerns

- As always, Please be sure to complete the SI diagnostics and the Cost Comparison Worksheet for Assembly Repair vs Replacement to determine if the engine requires a repair or replacement
- Be sure to Follow the latest version of *09-06-04-026G* to verify

the ECM calibration is not an Aftermarket cal.

**Note:** It is required on dry sump engines, the oil tank and lines should be replaced when replacing and/or repairing the engine.

**Note:** Also if equipped, the oil cooler is also required to be replaced.

If the customer prefers to KEEP the original numbers matching engine please call TAC for repair direction

## Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
4066750	Crankshaft	Use Published Labor
	Replacement	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.

Online URL:

<https://www.corvetteactioncenter.com/tech/knowledgebase/article/2014-2018-corvette-service-bulletin-pip5248d-stalling-shudder-and-or-hard-shifting-into-1st-gear-or-reverse-vibration-on-launch-1377.html>