

Al writes by e-mail: *“I get a slight hesitation on occasion when I am in gear and want to move from a stopped position. A service rep. suggested to de-carbonize the engine. Another person of knowledge felt I would be making a mistake and. could cause more harm than good. He also suggested a new manifold as a better option. I respect your opinion.”*

Halderman: The term “de-carbonization” is often confusing and can include several different operations including:

- Cleaning the carbon from the combustion chamber inside the engine
- Cleaning the carbon from the air inlet and throttle plate area
- Cleaning the engine lubricating parts by using chemicals in the engine oil

The common cause is a dirty throttle plate and air intake area. This cleaning should be about \$100 and is now considered to be part of routine service. Cleaning the combustion chamber is more involved and would cost more. This may not be needed because the usual symptom for needing this done is failure of an emission test for oxides of nitrogen (NOx). Unless you live in an emission testing area, then having this performed, while helpful, will not be as effective as cleaning the air intake and throttle plate to help reduce the hesitation problem you are describing.

A new intake manifold gasket (not an intake manifold) may be needed. When this gasket leaks, coolant can leak to the outside or into the engine oil.

Halderman: Update about Gary’s noisy Chevrolet truck. I aksed readers to let me know htier ideas or suggestion.

Romey wrote by e-mail: *“I just had another experience of the strange bearing noise -- I have two idlers on my serpentine belt and both were bad! The noise is now gone!*

I don't ever remember having anything like this and as difficult to trouble shoot”.

Update from Gary (truck owner who had the noise): *“I finally got my truck repaired at a local shop and the drive home last night and coming to work this morning was much nicer. All the bearings in the rear axle were replaced as a group. New synthetic gear lube and the GM additive was put in. So, I setup my truck’s computer to check instant and average mpg, and initial results indicate I improved maybe as much a 2 mpg.*

Personally, I think this is too high, however, with one bearing being toast and all the others worn maybe it is correct. As I think about replacing all these bearings together as a group and then putting in new synthetic gear oil, it just might be all of these together that made such a dramatic difference”.

Halderman: Thanks everyone and thank you Gary for letting the readers know what the cause and correction was to the noise you were hearing while driving your truck.

