

# **2016 - 2019 Cadillac CTS-V: GM TechLink: Active Fuel Management/Dynamic Fuel Management on GM Models**



## **Active Fuel Management/Dynamic Fuel Management on GM Models**

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Active Fuel Management (AFM) or Dynamic Fuel Management (DFM) is available on a number of recent GM models to help improve fuel economy, including 2014 - 2019 Corvette, Silverado LD, Sierra Limited; 2015 - 2019 Escalade, Suburban, Tahoe, Yukon; 2016 - 2019 Cadillac CTS-V, Camaro; 2019 Silverado 1500, Sierra 1500; 2020 Silverado 2500/3500 and Sierra 2500/3500 models.

### **Active Fuel Management**

AFM was designed to provide maximum fuel economy under light load driving conditions by deactivating the lifters on specific cylinders. On V8 engines, half of the cylinders are deactivated and on V6 engines, two of the cylinders are deactivated.

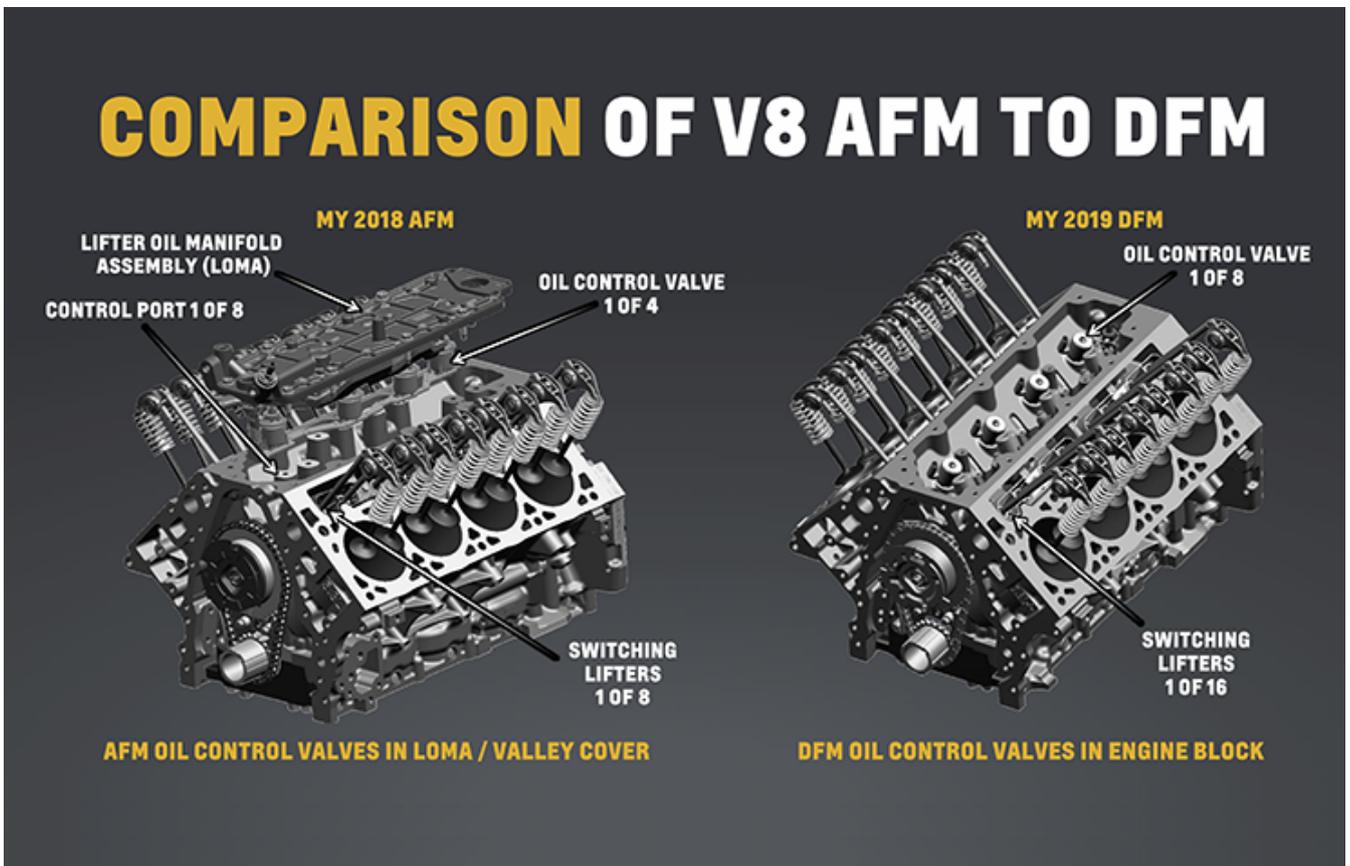
Under certain operating conditions, the Engine Control Module (ECM) commands the cylinder deactivation system to deactivate engine cylinders 1, 7, 6, and 4 on V8 engines or to deactivate engine cylinders 3 and 6 on a V6 engine. The engine will operate on all cylinders during engine starting, engine idling and medium-to-heavy throttle applications.

The Lifter Oil Manifold Assembly (LOMA) is only used on AFM

applications.

## Dynamic Fuel Management

DFM is the next generation in cylinder deactivation systems. It features AFM technology with the additional ability to deactivate any combination of cylinder valves to optimize fuel consumption. The control of every cylinder event allows peak efficiency to be obtained throughout the range of engine operation. (Fig. 15)



**Fig. 15**

By extending cylinder deactivation to all cylinders, DFM allows for a large variety of firing sequences. DFM can have rotating cylinder deactivation patterns, such as 1/5, 1/3, 2/5, or 2/3, as well as fixed patterns, such as 1/4, 1/2, or 3/4. For rotating patterns, which are only available on small block engine (L84,L87), the cylinders being deactivated can change with each subsequent engine cycle. Transitions between firing sequences is done in a continuous fashion, making the transitions seamless and transparent to the driver.

Oil Control Valves (OCV), only used on small block engines, replace the LOMA. OCVs provide faster response times than the LOMA and are required for DFM. OCVs also are used on L82 engines with AFM.

**AFM/DFM Usage**

<b>Model</b>	<b>AFM VL0M</b>	<b>4 Cylinder Deactivation</b>	<b>DFM OCV</b>	<b>FDFM</b>	<b>None</b>	<b>Notes</b>
CTS-V 6.2L LT4	Yes	Yes	No	No		Always active
Camaro 6.2L LT1	Yes	Yes	No	No		Automatic only. AFM not active with manual trans
Camaro 6.2L LT4	Yes	No	No	No		Has the hardware, not active
Corvette 6.2L LT1,	Yes	Yes	No	No		Auto trans active,

LT4						manual trans active in ECO only
Corvette 6.2L LT5	No	No	No	No	Yes	No hardware on LT5
Escalade 6.2L L86	Yes	Yes	No	No		
Suburban/Tahoe/Yukon 5.3L L83, 6.2L L86	Yes	Yes	No	No		
Silverado LD/Sierra LD 5.3L L83, 6.2L L86	Yes	Yes	No	No		
Silverado/Sierra 4.3L LV3	Yes	Yes	No	No		
Silverado 1500/Sierra 1500 5.3L L82	No	Yes	Yes	No		
Silverado 1500/Sierra 1500 5.3L L84, 6.2L L87	No	No	Yes	Yes		
Silverado/Sierra HD 6.6L L8T	No	No	No	No		No hardware on L8T

Express/S	No	No	No	No	No
avana					hardware
4.3L LV1					on LV1
Express/S	No	No	No	No	No
avana					hardware
6.6L L8T					on L8T

For additional information, refer to #PIP5663.

– *Thanks to Richard Renshaw*

Online URL:

<https://www.cadillacvnet.com/knowledge-base/article/2016-2019-cadillac-cts-v-gm-techlink-active-fuel-management-dynamic-fuel-management-on-gm-models-15.html>