

On the P0300 code: I just started to get serious looking for the cause. 2006 H2 6.0L 142,600 miles and we bought it new. Rarely driven and usually not over 30 miles at a time for the last 10.5yrs/ 10k miles almost exactly. Last 4 yrs it has had the code and less than 5000 miles driven and never felt it and mpg stayed at 12 +/- . Recently decided it's ridiculous to have it and not use it, it needs tires on it but needs to be 100% before I do. Now that I'm interested in it again and have it looking great, it is running like shit and mpg down to 6 for the last 40 miles approx... Now granted that was only 2 trips roundtrip to AutoZone for a scan in a town-15 miles away and today to a country Napa store 4 miles away for another scan.

When I had Autozone scan it couple weeks ago, my ZR11 HF scanner was only giving me P0300. They got it plus, also got a O2 sensor bad code(which only had 5k mi) and ECT sensor high voltage code. Before replacing them I scanned again with mine and saw in the O2 sensor voltages the dead one and it did finally give a ECT high voltage code. The O2 sensor was B2S2 and I swapped it over to B1 and the "0" voltage moved with it so that verified it was the sensor. ECT temp seemed to be working but scanner vs dash gauge was a few degrees off at times, bench tested the sensor after removal and it ohm'ed spot on 2.48 cold and moved as it had heat gun applying heat to it. Plug had the needed 5v so that wasn't the issue. Replaced both the O2 and ECT sensors and I'm still getting the P0300 code but nothing else.

Today's NAPA scan showed a code for the throttle position sensor and the P0300. I'm gonna try my scanner to see if it will produce the Throttle position sensor code and then have Autozone scan again before replacing it.

### **Service History review: oldest 1st**

Adventure Sports 4x4, St. Louis- Steering gear box/ pitman/ idler arms. K&N Cold air filter setup.

10,000 miles ago(6/2013, 132,605mi) Adventure Sports 4x4(Formally Lynch Hummer), St. Louis –New Transfer case & yoke/ u-joint, Gibson short throw SS Ceramic coated headers, Tranny flush & filter, Plugs/ wires, Air suspension compressor refurbishment/ new control module

7000 miles ago(11/2017, 135,000mi) Dobb's Tire & Auto, Cape Girardeau, Mo - Swap to SS all brake lines and change out all 4 rotors/ calipers, flush master cylinder to syn brake fluid. Swap out steel fuel lines, install new fuel pump/ tank cleaning. Cooling system flush/ new fluids, change a couple hoses.

5000 miles ago(10/2019, 137,600mi): Dobb's Tire & Auto, Cape Girardeau, Mo- When the p0300 started I changed the O2 sensors as I got a code for one so changed all with ACDelco's. I then only got the P0300 code so took it to Dobb's to find and fix the issue. They believed it was a bad plug #6 and also changed all plug wires that only had 3k miles on them. They also did a Valvoline Induction cleaning and changed the purge valve on intake. The light stayed off for maybe a month/ maybe 300-400miles then came back P0300 again.

Currently: Last month when I had it stripped of bumpers and all exterior trim and skid plates and painting frame and such, between paint stages I checked the coils with inductive timing light for each firing. Pulled plugs and all had nice even tannish brown color and looked good. Checked compression and all was @#160-#168. Unplugged each injector and verified at least they were spraying enough to notice at disconnect. While painting the frame and under carriage, I cleaned out the Fuel Tank Evaporator/Purge Control solenoid.