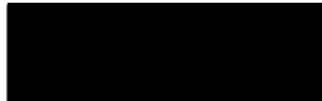


**Formal Complaint to the National Highway Traffic Safety Administration
(NHTSA)**


Hurricane, WV


Date: January 6, 2026

National Highway Traffic Safety Administration
Office of Defects Investigation (ODI)
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: Formal Safety Complaint – GMC Terrain Rear Main Seal Failure Caused by PCV
Valve Freezing (2.4L Ecotec Engine)

To Whom It May Concern,

I am submitting this letter as a formal safety complaint regarding a recurring mechanical defect affecting GMC Terrain vehicles equipped with the 2.4L Ecotec engine. Specifically, the defect involves the Positive Crankcase Ventilation (PCV) system freezing or becoming clogged in cold-weather conditions, resulting in excessive crankcase pressure and subsequent rear main crankshaft seal failure.

In my GMC Terrain, the PCV system froze during cold weather operation, which caused a sudden increase in crankcase pressure and led to a rear main seal failure. This resulted in rapid engine oil loss and created an immediate risk of engine seizure, loss of propulsion, and potential roadway safety hazards. The failure occurred without sufficient warning to allow preventative action.

This issue is not isolated. A significant number of GMC Terrain owners have documented identical failures across multiple model years, particularly in colder climates. Owner reports consistently describe PCV valve or orifice freezing, followed by rear main seal blowout, oil loss, and in some cases complete engine failure. These complaints are widely documented in consumer complaint databases, automotive forums, and safety advocacy organizations.



General Motors has previously acknowledged this failure mode in Special Coverage Bulletin 14882, titled "Special Coverage Adjustment – Plugged PCV Orifice in Intake Manifold." This bulletin recognizes that a plugged or frozen PCV orifice can cause excessive crankcase pressure and rear crankshaft seal leaks. However, this coverage was limited in scope, applied only to certain vehicles, and did not result in a formal recall.

Despite General Motors' prior acknowledgment of the defect, similar failures continue to be reported in vehicles outside the covered model years and VIN ranges. Owners experiencing identical symptoms have been denied warranty coverage and forced to pay significant out-of-pocket repair costs. In many cases, repairs exceed several thousand dollars and involve major engine or drivetrain disassembly.

This condition represents a potential safety defect because sudden oil loss or engine failure can occur without warning while the vehicle is in operation. Such failures increase the risk of engine seizure, loss of motive power, roadway debris, or secondary accidents, particularly at highway speeds or in adverse weather conditions.

Given the volume and consistency of owner complaints, the known design vulnerability of the PCV system, and the safety risks associated with sudden engine oil loss, I respectfully request that the Office of Defects Investigation:

1. Open a formal investigation into PCV system freezing and rear main seal failures in GMC Terrain vehicles equipped with the 2.4L Ecotec engine.
2. Evaluate whether this condition constitutes a safety-related defect under federal law.
3. Require General Motors to notify affected owners and implement corrective actions, including a recall or expanded safety campaign if warranted.

I am submitting this complaint in the interest of public safety and to help prevent further incidents that may place drivers, passengers, and other motorists at risk.

Thank you for your attention to this matter. Please feel free to contact me if additional information or documentation is required.

Respectfully,

[REDACTED]
2015 GMC-Terrain SLT-204L

VIN [REDACTED]

HARRICANE

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1200 New Jersey Ave SE.
Washington D.C. 20590

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