



U.S. Department
of Transportation
**National
Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: PE25001

Prompted By: VOQ and Early Warning Reporting Field Report Review

Date Opened: 01/16/2025

Date 10/23/2025

Closed:

Investigator: Steve Perry

Reviewer: Sharon Yukevich

Approver: Tanya Topka

Subject: Loss of motive power due to engine failure

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: General Motors, LLC

Products: 2019-2024 Chevrolet Silverado 1500 2021-2024 Chevrolet Tahoe 2021-2024 Chevrolet Suburban 2019-2024 GMC Sierra 1500 2021-2024 GMC Yukon 2021-2024 GMC Yukon XL 2021-2024 Cadillac Escalade 2021-2024 Cadillac Escalade ESV

Population: 866,625

Problem Description: Engine failure resulting from connecting rod bearing failure

FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
All Incidents:	1,157	55,470	0	0	30,694*	CONF
Crashes/Fires:	4	66	0	0	46*	0
Injury Incidents:	1	15	0	0	16	0
Number of Injuries:	1	16	0	0	17	0
Fatality Incidents:	0	0	0	0	0	0
Number of Fatalities:	0	0	0	0	0	0

*Total eliminates duplicates received by the manufacturer

ACTION/SUMMARY INFORMATION

Action: This Preliminary Evaluation (PE) has been upgraded to an Engineering Analysis.

Summary:

On January 16, 2025, the Office of Defects Investigation (ODI) opened Preliminary Evaluation PE25001 after receiving complaints and field reports concerning engine failures in MY2019-2024 GM's full-size truck and SUV T1XX platform equipped with the L87 6.2L V8 engine. These complainants alleged engine bearing failures resulting in knocking and growling noises from the engine's bottom end and in some cases more severe consequences such as broken connecting rods leading to engine damage, or engine failure. If the engine fails during vehicle operation, the vehicle will lose propulsion, increasing the risk of a crash.

On April 24, 2025, GM issued recall 25V-274 to address the concern with L87 engines produced between March 1, 2021, and May 31, 2024. GM cited the root cause as a supplier manufacturing and quality issues. GM's recall remedy will be either an oil change to an oil with a different viscosity or engine replacement depending on the results of the remedy inspection procedure.

To date, ODI has received 1,157 allegations of engine bearing failure. GM submitted 55,464 reports in total, with 29,752 unique VINs.

ODI continues to receive allegations of L87 engine failures which fall outside of the scope of recall 25V-274. Based on GM's recall, ODI will close this PE. NHTSA will continue to investigate complaints of engine failure outside the scope of recall 25V-274 as part of Engineering Analysis (EA25007).

To review the ODI reports cited in the Closing Resume ODI Report Identification Number document, go to [NHTSA.gov](https://www.nhtsa.gov).