



N252494000

Safety Recall

Submission to NHTSA: Thursday, April 24, 2025

Title: L87 Engine Loss of Propulsion

Title is not part of the 573 submission, but may appear on VIN lookup, Global Warranty, bulletins, or submissions to other agencies

Information must be submitted by the due date at NHTSA's recall portal <https://map.safercar.gov/mportal/signin>
Note: Cell entries over 2000 characters will have to be entered as attachments

Yes - Petition for Inconsequential Noncompliance 49 CFR 556

Vehicle Information

573.6 (c) (1) (2) (3) (4)

Model Year(s), Make, Model	Descriptive Information <ul style="list-style-type: none"> The basis for how the recall population was determined and How the recalled products differ from products that were not included in the recall Identify the number of affected products related to this specific make/model/model year combination, where available 	Beginning Production Date (mm/dd/yyyy)	Ending Production Date (mm/dd/yyyy)
2021-2024 Cadillac Escalade	<p>Manufacturing records were used to determine vehicles equipped with the 6.2L V8 gas engine (RPO L87) built within the suspect manufacturing window. Vehicles outside of this window and vehicles equipped with other engines are not included in this recall.</p> <p>There are 79,747 Cadillac Escalade vehicles affected by this recall.</p>	03/01/2021	05/31/2024
2021-2024 Cadillac Escalade ESV	<p>[SAME]</p> <p>There are 46,280 Cadillac Escalade ESV vehicles affected by this recall.</p>	03/01/2021	05/31/2024
2021-2024 Chevrolet Silverado 1500	<p>[SAME]</p> <p>There are 107,244 Chevrolet Silverado 1500 vehicles affected by this recall.</p>	03/01/2021	05/31/2024
2021-2024 Chevrolet Suburban	<p>[SAME]</p> <p>There are 21,162 Chevrolet Suburban vehicles affected by this recall.</p>	03/01/2021	05/31/2024



2021-2024 Chevrolet Tahoe	[SAME] There are 44,802 Chevrolet Tahoe vehicles affected by this recall.	03/01/2021	05/31/2024
2021-2024 GMC Sierra 1500	[SAME] There are 153,630 GMC Sierra 1500 vehicles affected by this recall.	03/01/2021	05/31/2024
2021-2024 GMC Yukon	[SAME] There are 82,832 GMC Yukon vehicles affected by this recall.	03/01/2021	05/31/2024
2021-2024 GMC Yukon XL	[SAME] There are 60,933 GMC Yukon XL vehicles affected by this recall.	03/01/2021	05/31/2024

Total Population

Number Potentially Involved	647,419	Estimated Percentage of Involved With Defect	3%
-----------------------------	---------	--	----

Defect / Noncompliance Description

573.6 (c) (5)

Describe the defect or noncompliance:	
General Motors has decided that a defect which relates to motor vehicle safety may exist in certain 2021 – 2024 model year Cadillac Escalade and Escalade ESV, Chevrolet Silverado 1500, Suburban, and Tahoe, and GMC Sierra 1500, Yukon, and Yukon XL vehicles equipped with the 6.2L V8 gas engine (RPO L87). The connecting rod and/or crankshaft engine components in these vehicles may have manufacturing defects that can lead to engine damage and engine failure.	
Describe the safety risk:	
If the engine fails during vehicle operation, the vehicle will lose propulsion, increasing the risk of a crash.	
(Optional) Describe the cause:	
Engine teardown analysis identified two primary root causes, both of which are attributable to supplier manufacturing and quality issues: (1) rod-bearing damage from sediment on connecting rods and crankshaft-oil galleries; and (2) out of specification crankshaft dimensions and surface finish.	
(Optional) Identify any warning which can precede or occur:	
Drivers may be alerted to the condition prior to failure from: (a) knocking, banging, or other unusual engine noises; (b) illumination of the check engine light; and/or (c) engine-performance issues, including hesitation, high RPMs, abnormal shifting, reduced propulsion, or a no-start condition.	
Does this recall only affect products in certain geographic regions?	No



Manufacturer of Defective Component

If applicable, identify the manufacturer of the defective or noncompliant component.

If the manufacturer of the component is unknown, provide information for the company that supplied the subject component.

- Information is for Component Manufacturer
- Component manufacturer is unknown, information is for our supplier

NOTE: NHTSA Portal will not accept information for more than one supplier. Supplier company name and address will be submitted as an attachment and the portal entry will read "see attachment." Names and contact information for individuals will be included below under Comments to NHTSA Staff (which is not published by NHTSA).

Company Name, Address:	Company Contact (Name, Position, Phone, email):
Questum Macimex (Crankshaft) La Marquesa Supermanzana Tenango, Block 035, Km. 38.5, 52300 Tenango de Arista, Mexico	Eliecer Montesinos +52 (722) 264-2813 eliecer.montesinos@questum.com
Company Name, Address:	Company Contact (Name, Position, Phone, email):
American Axle & Manufacturing (Connecting Rod) One Dauch Drive, Detroit, MI 48211-1198	Brian Irwin, Sales Manager (313) 758 5143 brian.irwin@aam.com

Involved Components

49 U.S.C. §30119(g)

Describe the defect/noncompliance remedy program, including the manufacturer's plan for reimbursement:

Recalled Component Name:	CRANKSHAFT ASM
Recalled Component Description:	L87 Crankshaft
Recalled Component Part Number:	12732518

Recalled Component Name:	ROD ASM-CONN
Recalled Component Description:	L87 Connecting Rod
Recalled Component Part Number:	12714549



Chronology of Defect / Noncompliance Determination

573.6 (c) (6) (7)

Describe the chronology of events leading up to the defect decision or test data for the noncompliance decision:

On January 16, 2025, GM opened a product investigation following notification from NHTSA of its investigation into alleged engine failures in GM vehicles equipped with the L87 V8 engine. GM closed three prior investigations into this condition in February 2022, June 2023, and July 2024 based on the absence of a defect trend.

GM's updated field data analysis identified a build period from March 1, 2021, to May 31, 2024, with an increased rate of potentially related engine failure claims. GM's investigator reviewed findings from teardowns of field engines and data from a study of new, unused crankshafts. Supplier manufacturing and quality issues were identified at intermittent periods within the suspect build period, including (1) rod-bearing damage from sediment on connecting rods and crankshaft-oil galleries; and (2) out of specification crankshaft dimensions and surface finish. These issues can cause or contribute to bearing damage that can lead to loss of propulsion and engine failure.

GM's investigation identified 28,102 field complaints or incidents in the US potentially related to failure of the L87 engine due to crankshaft, connecting rod, or engine bearing failure, of which 14,332 involved allegations loss of propulsion. These field complaints were received between April 29, 2021, and February 3, 2025. GM identified 12 alleged crashes and 12 alleged injuries in the U.S.; all alleged injuries were minor or non-physical, and most were not crash related. GM also identified 42 potentially related fire allegations in the U.S., but in the majority of these cases (a) the causation of these incidents is unclear and (b) the alleged fire damage is contained to the engine compartment and consistent with damage that can occur, in rare instances, during engine failure. On April 17, 2025, GM's Safety Field Action Decision Authority (SFADA) decided to conduct a safety recall.

Identify the Remedy

573.6 (c) (8)

Describe the defect/noncompliance remedy program, including the manufacturer's plan for reimbursement:

Remedy:

Dealers will inspect and, as necessary, repair or replace the engine. Vehicles that pass inspection will be provided a higher viscosity oil, which will also require a new oil fill cap, an oil filter replacement, and an owner's manual insert.

Reimbursement Plan:

Pursuant to 577.11, GM will provide reimbursement to owners for repairs according to the plan submitted under USG 5916 on May 12, 2023.

Describe what distinguishes the remedy component from the recalled component.

Connecting rods and crankshafts in repaired or replaced engines were produced after the suppliers' suspect manufacturing window.

(Optional) Identify and describe how and when the recall condition was corrected in production:

A series of crankshaft and connecting rod manufacturing improvements implemented on or before June 1, 2024, addressed contamination and quality issues.



Identify the Recall Schedule

Describe the recall schedule for notifications:	
Dealers will be notified on April 24, 2025. Owner notification is estimated to begin on June 23, 2025. This recall will be executed under two bulletins: N252494000 and N252494001.	
Planned Dealer Notification Begin Date (mm/dd/yyyy):	04/24/2025
Planned Dealer Notification End Date (mm/dd/yyyy):	04/24/2025
Planned Owner Notification Begin Date (mm/dd/yyyy):	06/23/2025
Planned Owner Notification End Date (mm/dd/yyyy):	06/23/2025
Manufacturer’s identification code for this recall:	N252494000

(Optional) Manufacturer’s Comment to NHTSA Staff:

GM will be implementing a special coverage program to cover the engine in the subject vehicle population that pass inspection and receive the higher viscosity oil. This special coverage will remain in effect for 10 years from the date the vehicle was originally placed in service or until the vehicle reaches 150,000 miles, whichever comes first.

The portal will not accept information for more than one supplier. The name and address of the two involved suppliers is submitted as an attachment. Contact information for both suppliers is provided here: American Axle & Manufacturing (connecting rod), Brian Irwin, Sales Manager, 313-758 5143, brian.irwin@aam.com.
Questum Macimex (crankshaft), Eliecer Montesinos, +52-722-264-2813, eliecer.montesinos@questum.com.