



# Service Bulletin

## PRELIMINARY INFORMATION

**Subject:** Engine Replacement Recommendations HFV6 Gen 1 Only

**Models:** 2008-2016 Buick Enclave  
2010-2016 Buick LaCrosse  
2013-2015 Cadillac ATS  
2016 Cadillac ATS-V  
2007-2015 Cadillac CTS  
2014-2016 Cadillac CTS V-Sport  
2007-2010 Cadillac STS  
2007-2016 Cadillac SRX  
2013-2016 Cadillac XTS  
2010-2015 Chevrolet Camaro  
2012-2013 Chevrolet Caprice PPV  
2012-2015 Chevrolet Captiva Sport  
2015-2016 Chevrolet Colorado  
2008-2016 Chevrolet Equinox  
2012-2016 Chevrolet Impala Vin W  
2014-2016 Chevrolet Impala Vin 1 (including Bi-fuel)  
2008-2012 Chevrolet Malibu  
2009-2016 Chevrolet Traverse  
2007-2016 GMC Acadia  
2015-2016 GMC Canyon  
2010-2016 GMC Terrain  
2008-2010 Pontiac G6  
2008-2009 Pontiac G8  
2008-2009 Pontiac Torrent  
2007-2009 Saturn Aura  
2008-2010 Saturn Vue  
2007-2010 Saturn Outlook  
Equipped with HFV6 Gen 1 engines including RPO codes LAU, LF1, LF3, LF4, LFR, LFW, LFX, LLT, LP1, and LY7

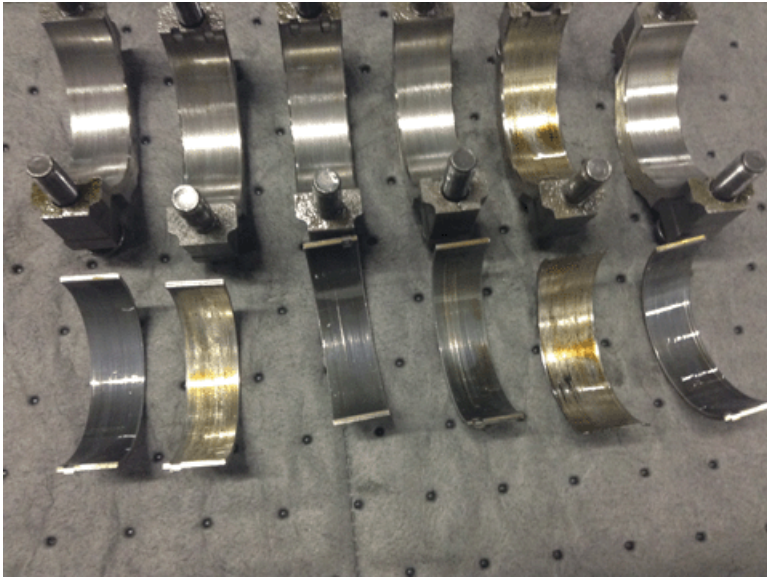
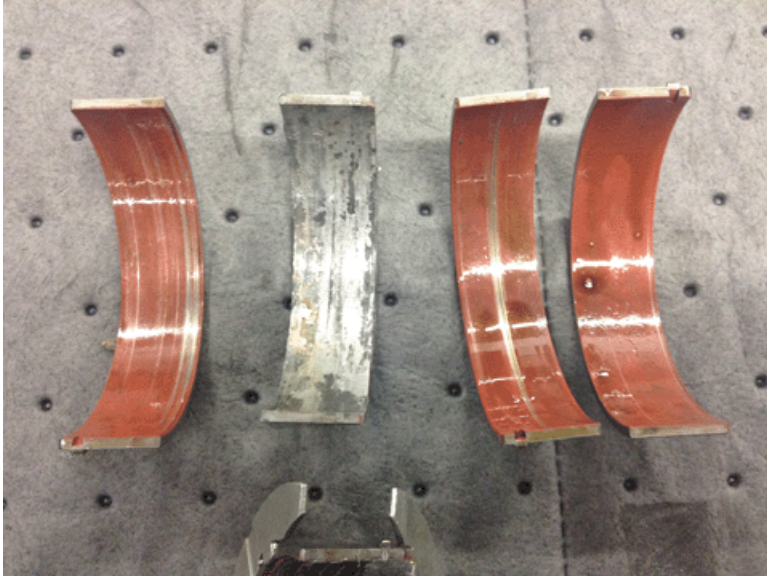
*This PI was superseded to update Administrative Details. Please discard PIP5216C.*

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

### Condition/Concern

If a vehicle comes into the dealership with a knock noise, seized engine, lower end squeak or squeal or any condition that you suspect a rod or main bearing failure.

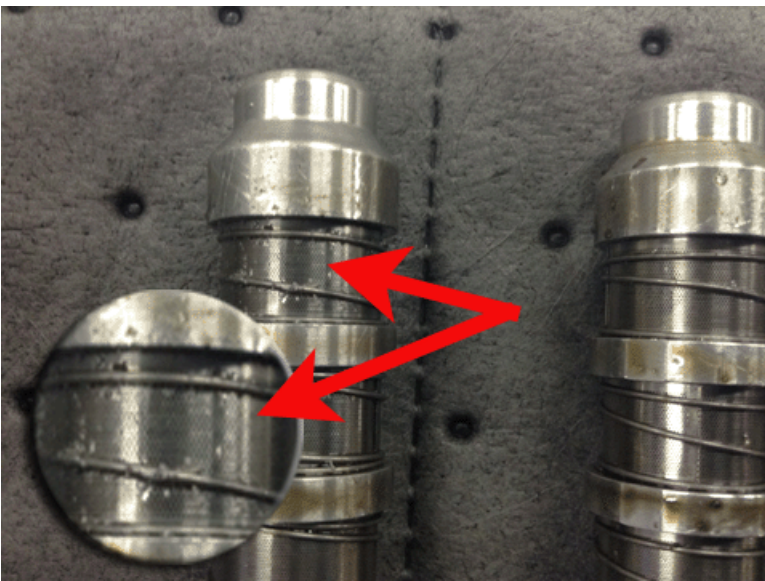
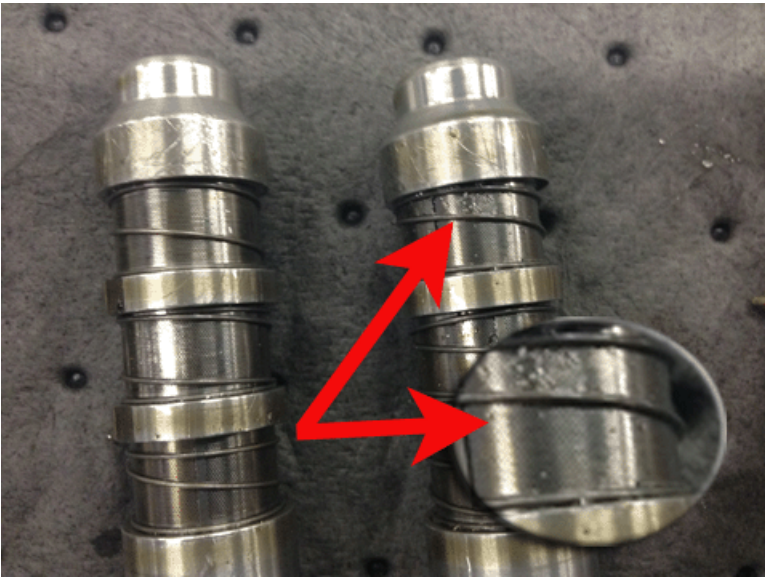
First, verify there is metal in the engine oil caused by BEARING DAMAGE / debris by removing the oil pan.



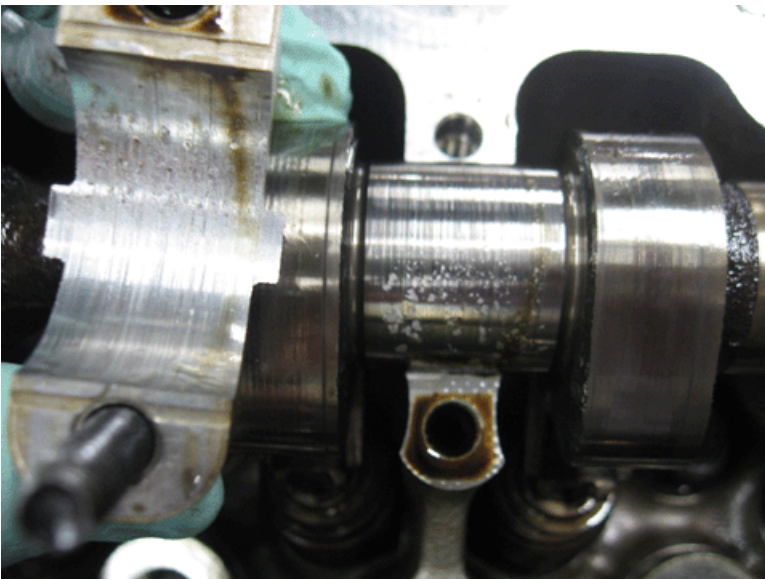
If Due To BEARING FAILURE when completing diagnosis, and deciding whether to replace the engine or repair it, complete the following before making that determination.

### Recommendation/Instructions

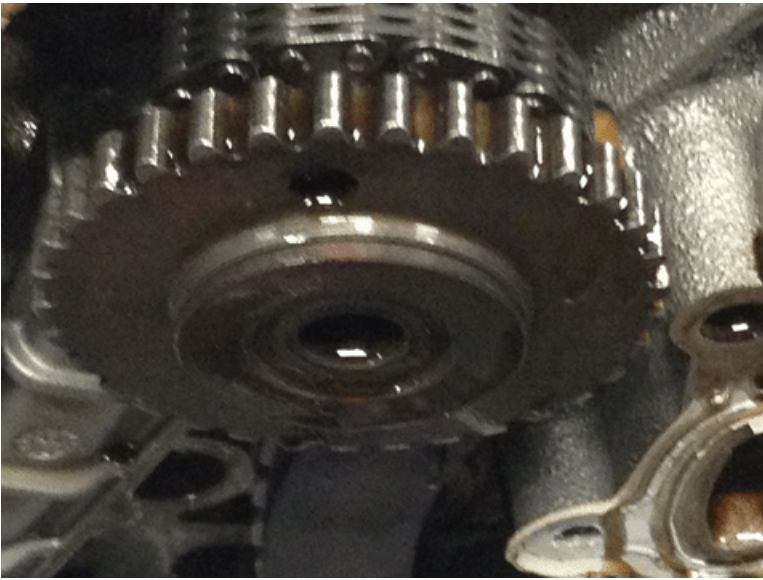
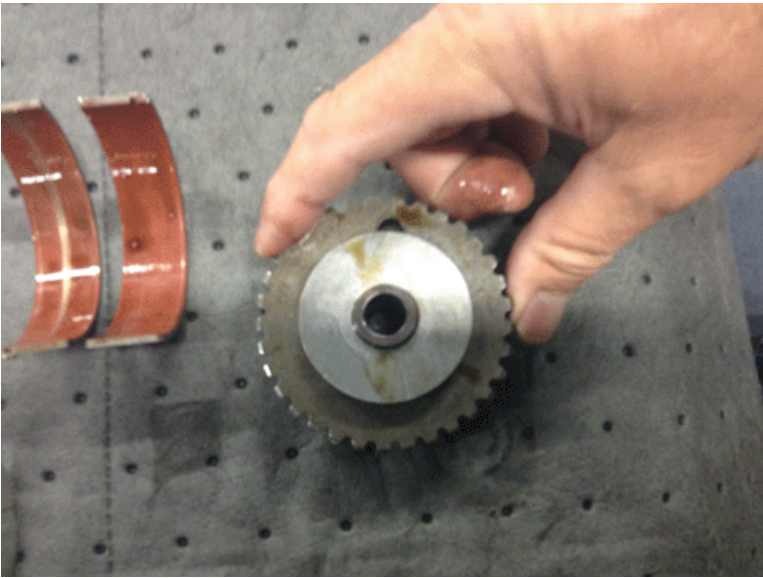
1. Inspect the oil control solenoids for metal debris. This shows the oil filter is in by-pass and unfiltered oil with bearing debris was pumped into the oil lubrication galleries, throughout the engine



2. Inspect for damage to the cam caps Journals and camshaft journals on the heads (obvious signs of metal through the cap).



3. Inspect the timing chain idler sprockets for stiffness when turning. (Should turn smooth and free)



Any Of These 3 instances would be cause to replace the engine instead of repair.

**Note:** If this is the case, then a call to TAC is NOT required prior to engine replacement.

At this point you should clearly document your findings on your repair order, fill out the cost worksheet, and call PQC only if required for your dealer.

Keep in mind that a repair and then replacement will usually be cause for additional inspection and scrutiny that could result in more questioning about the repair methods.

HFV6 engines are scheduled to be returned to the WPC for inspection to verify the concern, as well as the information provided in the repair order to support the engine replacement.

## Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
4067490	Engine Replacement	Use Published Labor Operation Time

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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