

# Service Update

## 43210 Engine Oil Leakage at Oil Cooler Pipe



**Reference Number:** A162043210  
**GWM Number:** 2043210

**Release Date:** July 2016  
**Revision:** 01

**Attention:** This bulletin has been revised to update part number 25195771 to 55568536 for the engine oil cooler inlet pipe seal. Please discard all copies of bulletin 43210.

Vehicles involved in this recall were placed on stop delivery May 13, 2016. Once the service procedure contained in this bulletin has been performed on the vehicle, the vehicle is released from stop delivery and the vehicle can be delivered to the customer.

All involved vehicles that are in dealer inventory must be held and not delivered to customers, dealer traded, or used for demonstration purposes until the repair contained in this bulletin has been performed on the vehicle.

This service update includes vehicles in dealer inventory and customer vehicles that return to the dealership for any reason. This bulletin will expire at the end of the involved vehicle's New Vehicle Limited Warranty period.

Make	Model	Model Year		RPO	Description
		From	To		
Buick	Encore	2016	2016	LUJ/LUV	1.4L Turbo Engine
Chevrolet	Trax	2016	2016	LUJ/LUV	1.4L Turbo Engine

Involved vehicles are marked "open" on the Investigate Vehicle History screen in GM Global Warranty Management system. This site should always be checked to confirm vehicle involvement prior to beginning any required inspections and/or repairs.

<b>Condition</b>	Engine oil leakage at the oil cooler pipe caused by damaged O-ring.
<b>Correction</b>	Replace the damaged O-ring.

### Parts

Parts Pre-Ship Information – For US

Important: An initial supply of all parts from the leakage of oil cooler required to complete this recall will be pre-shipped to all impacted dealers of record. This pre-shipment is scheduled to begin and conclude the week of May 30, 2016. Pre-shipped parts will be charged to dealer's open parts account. All orders placed prior to the pre-ship will be cancelled. A quantity limiter may be in effect.

**Note:** The hexagonal nut-m 8, part number 90502418, is sold in a package quantity of 5 and may be used on more than one recall unit.

**Important:** Due to limited initial parts availability, dealers are encouraged not to order recall parts for use as shelf stock.

Quantity	Part Name	Part No.
1	Pipe, Turbo Oil Feed	55592600
1	Clamp, Exh Pipe	25194425
1	Seal, Ctltc Conv	55570704
1	Gasket, Ctltc Pipe	95020217
1	Gasket, Ctltc Con	95020206
1	Gasket, Exh Flex Pipe	95468209
1	Seal, Eng Oil Clr Inl Pipe	55568536
2	Nut, Exh Manif	90502418

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### Warranty Information

Labor Operation	Description	Labor Time	Trans. Type	Net Item
9102206	Engine Oil Cooler Inlet Pipe Seal Replacement	2.5	ZFAT	N/A
9102259	Floor Plan Reimbursement	N/A	ZFAT	*

Note: To avoid having to “H” route the floor plan transaction for approval, it must be submitted prior to the repair transaction.

\* USA Only - Vehicles eligible for floor plan reimbursement are to submit the amount in “Net Item” and should represent the product of the vehicle’s average daily interest rate (see table below) multiplied by the actual number of days the vehicle was in dealer inventory and not available for sale. This reimbursement is limited to the number of days from the date of the stop delivery message (May 13, 2016) to the date the repair is completed and the vehicle is ready for sale (not to exceed 22 days):

Vehicle	Reimbursement Amount
2016 Buick Encore	\$3.39
2016 Chevrolet Trax	\$2.91

### Service Procedure

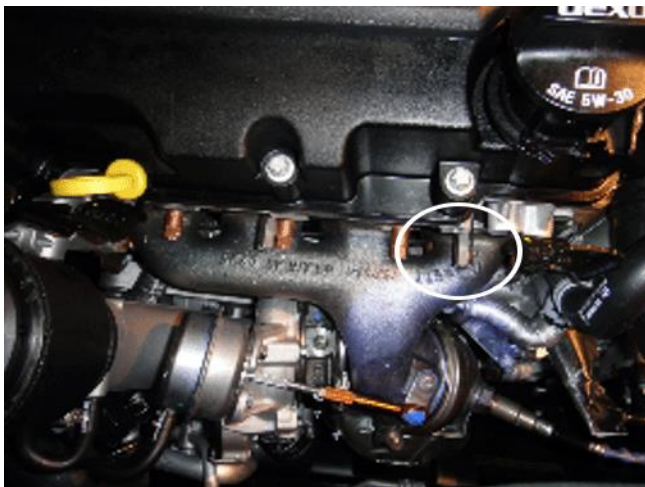
1. Open hood and install fender covers.



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2. Remove the exhaust manifold heat shield.

**Note:** Use a spanner to avoid slippage during removal.



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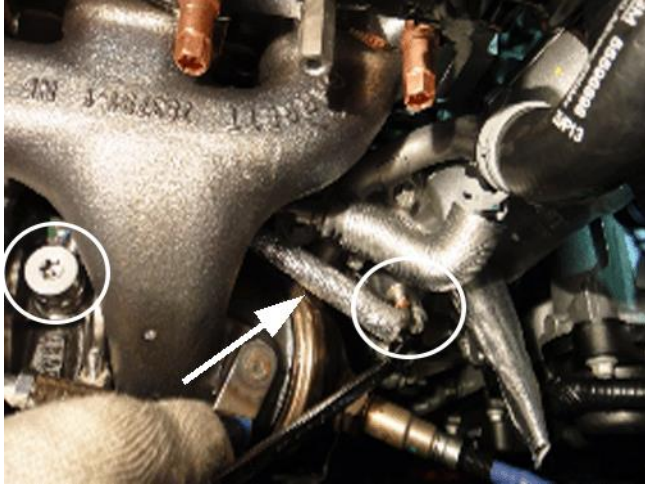
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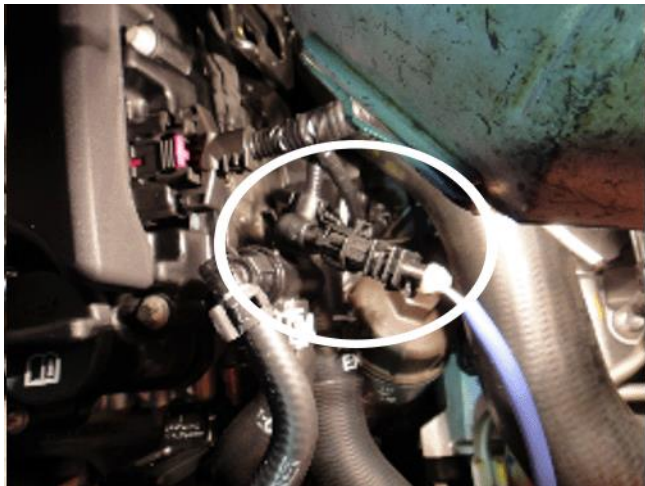
3. Tighten the bolt if the bolt is loose during removing heat shield.

**Note:** DO NOT use an air impact wrench.



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4. Remove the turbocharger oil feed pipe.



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5. Disconnect the front oxygen sensor connector.

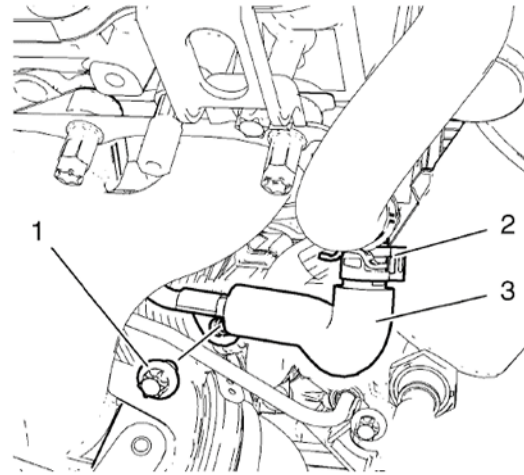
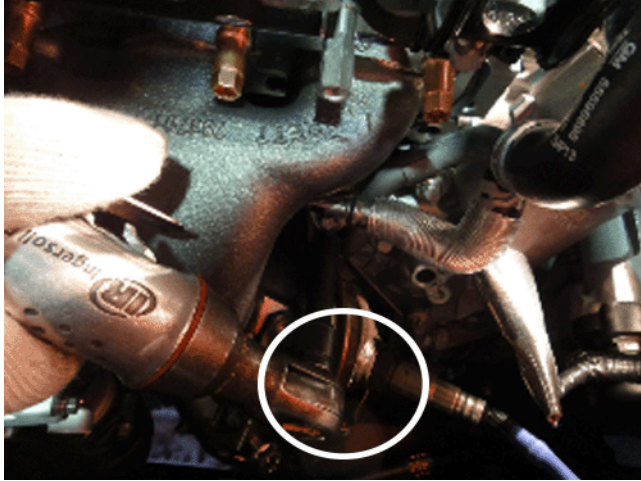


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6. Loosen the bolt of the catalytic converter V-clamp between the turbocharger and converter.

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- 7. Remove the turbocharger coolant return pipe retaining bolt.
- 8. Raise the vehicle and remove the engine splash shield.
- 9. Disconnect the rear oxygen sensor connector.



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- 10. Remove the exhaust front pipe mounting nuts.



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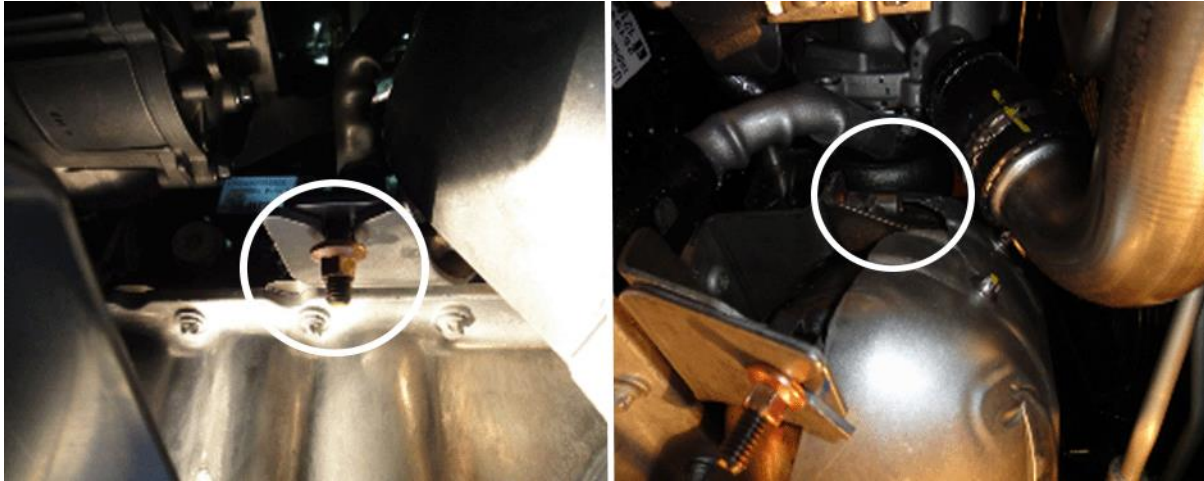
- 11. Remove the fasteners.

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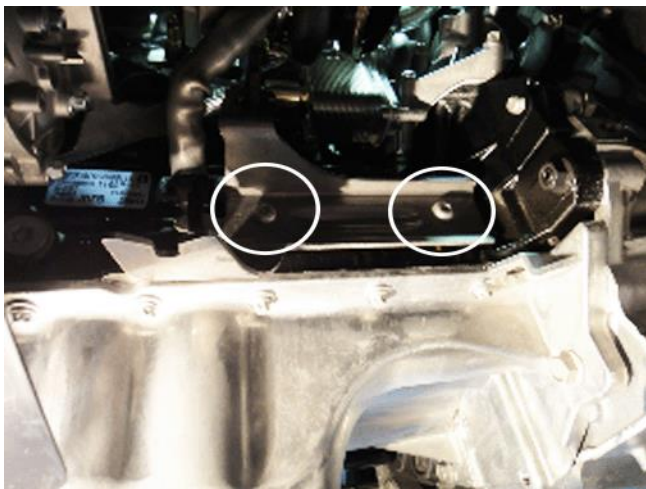
### 43210 Engine Oil Leakage at Oil Cooler Pipe



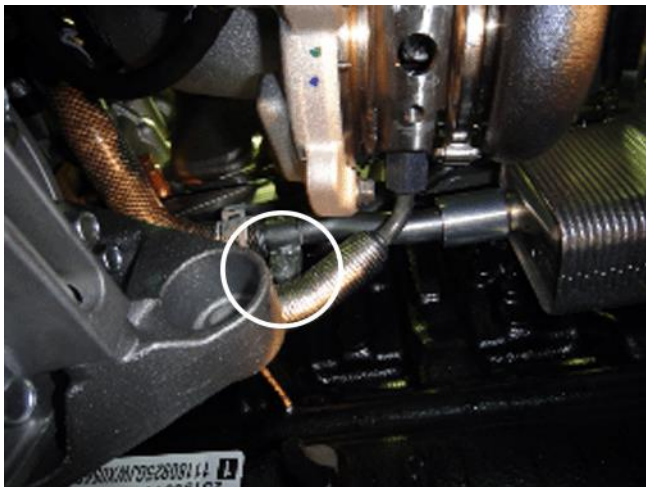
12. Loosen the converter mounting nut and remove the converter mounting upper nut. Discard nuts.



13. Remove the catalytic converter.



14. Remove the converter mounting bracket bolts and bracket.

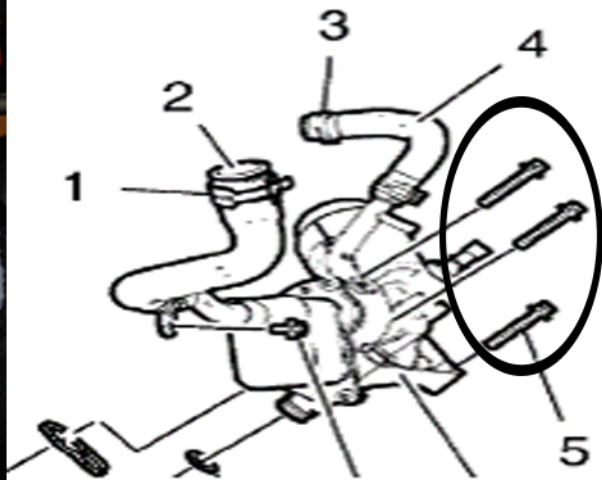
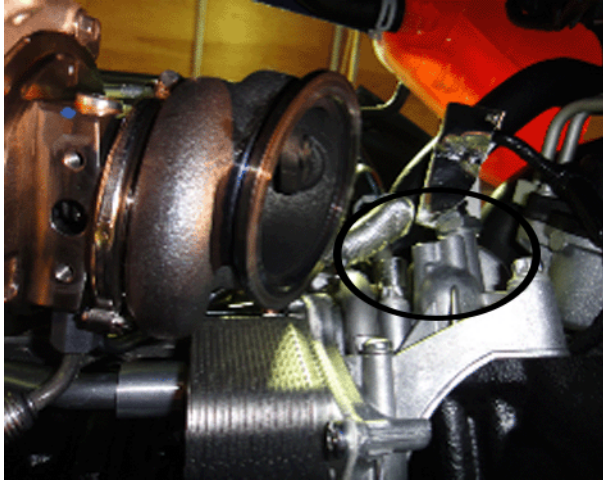


15. Remove the coolant pipe mounting bracket bolt to prevent the pipe from being bent during changing O-ring seal of oil cooler.

**Note:** Install the bolt temporarily into the bracket hole to prevent the bolt from being lost.

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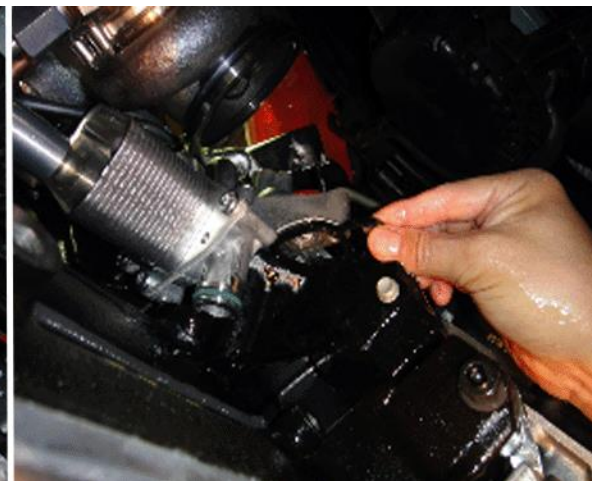
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16. Remove the oil filter housing mounting bolts.



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17. Insert a piece of cloth between the block and oil pan / between block and bed plate to prevent oil dripping on the block and transmission.



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18. Remove the pipe of the oil filter housing slightly and replace the O-ring seal with new one. Also check for oil filter gasket separation.

**Note:** Apply engine oil to the O-ring.

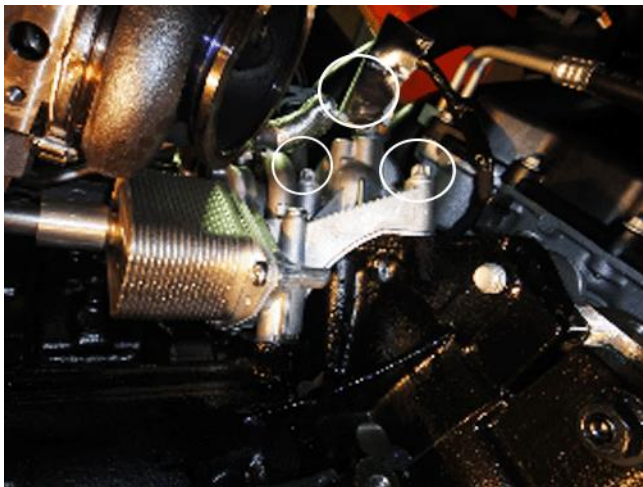
## Service Update

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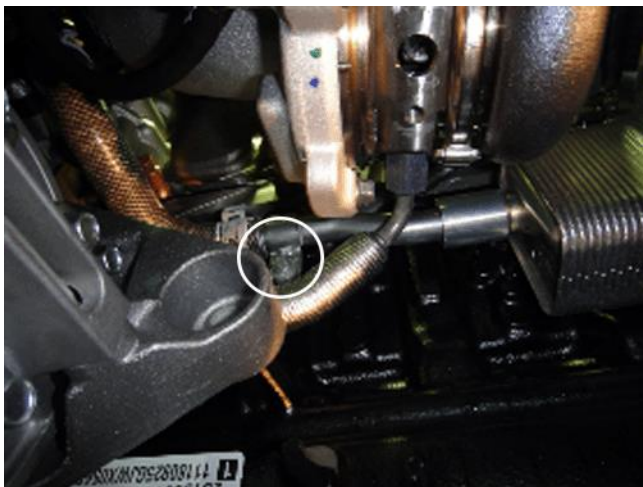
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19. Install the oil filter housing pipe into the block carefully to prevent the O-ring seal from being damaged during installation.



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20. Tighten the oil filter housing mounting bolts to 20 Nm (15 lb ft).



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21. Tighten the coolant pipe bracket mounting bolt to 10 Nm (8 lb ft).
22. Using a solvent cleaner or general engine cleaner, clean the engine.

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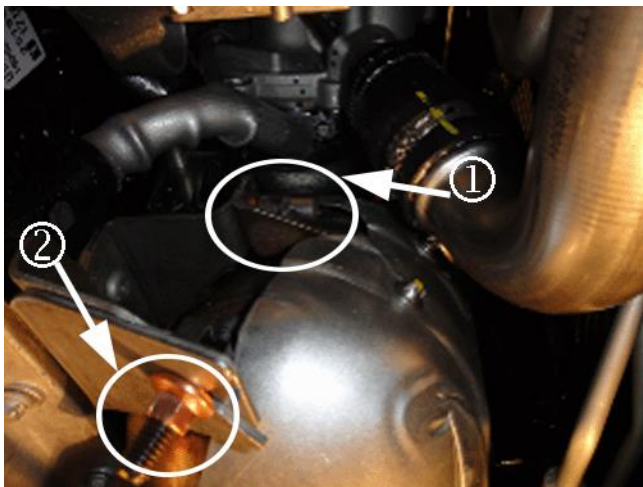
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23. Install the catalytic converter mounting bracket.

**Note:** After inserting the turbo oil return pipe into the bracket as shown, install the bracket.



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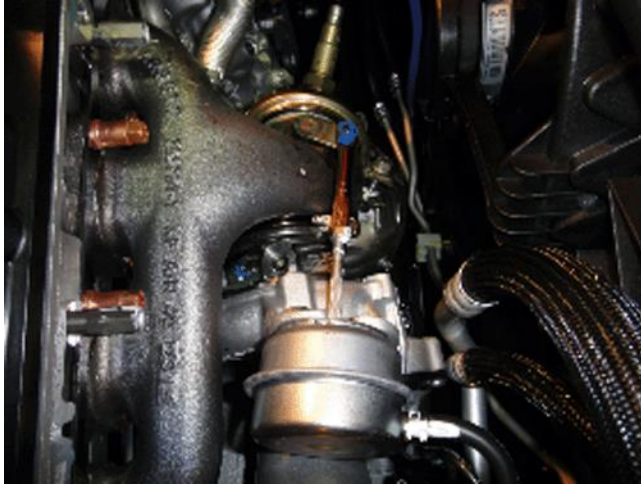
24. Install the new catalytic converter mounting nuts temporary. Install the nuts temporary in sequence as shown.

25. Lower the vehicle.



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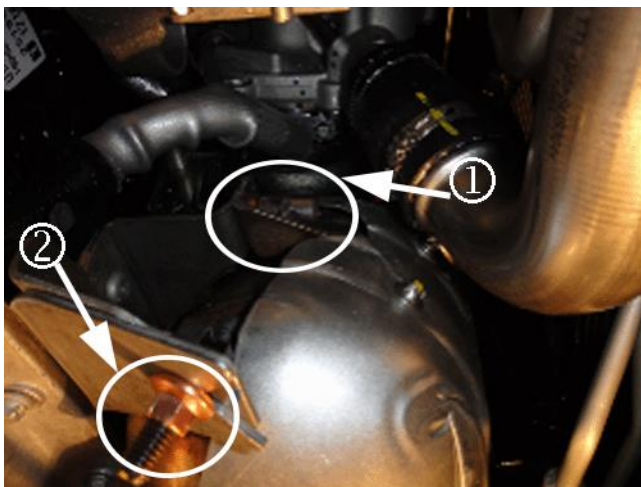
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26. Install the catalytic converter V-clamp temporarily to move the converter slightly.



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27. Position V-clamp correctly. The hinge should be positioned within the parting lines of V-clamp as shown.
28. Raise the vehicle.



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29. Tighten the catalytic converter upper mounting nut (1) first then nut (2) to 22 Nm (16 lb ft).

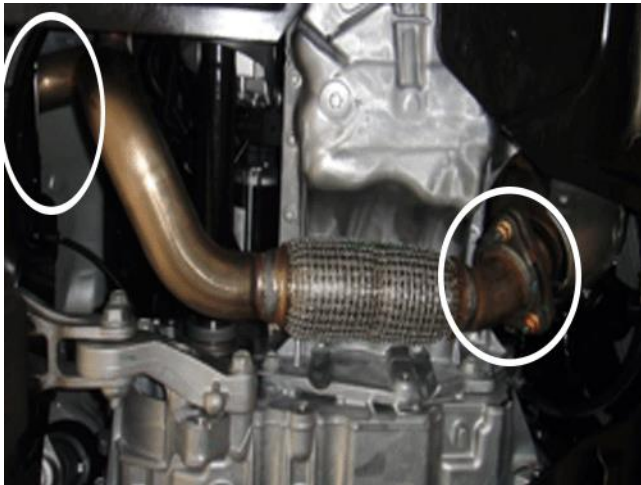
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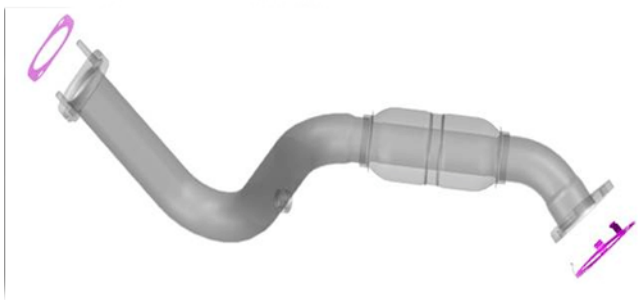
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**Note:** Pay attention on the installation direction of the gasket. The groove of the gasket should be as shown.



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30. Tighten the exhaust front pipe, 3-way catalytic converter and catalytic converter mounting fasteners to 22 Nm (16 lb ft).



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**Note:** Pay attention the installation direction of the gasket between the exhaust front pipe and catalytic converter.

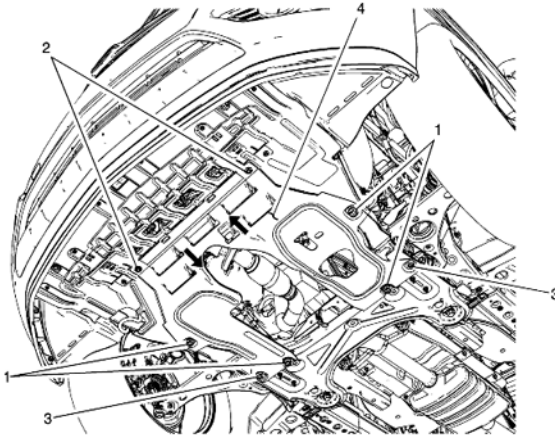
31. Connect the rear oxygen sensor connector.

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32. If necessary, clean the engine using a solvent cleaner or general engine cleaner.



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33. Install the splash shield with the fasteners in sequence as shown.

- Push-In Retainer (Qty: 4)
- Tighten 2 bolts to 9 Nm (7 lb ft).
- Tighten 2 screws to 2.5Nm (2 lb ft).
- Disengage the fascia opening lower cover front alignment tabs.

34. Lower the vehicle.

35. Tighten the catalytic converter V-clamp to 13 Nm (10 lb ft).



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36. Insert the front oxygen sensor connector into the bracket until you hear it click in place.

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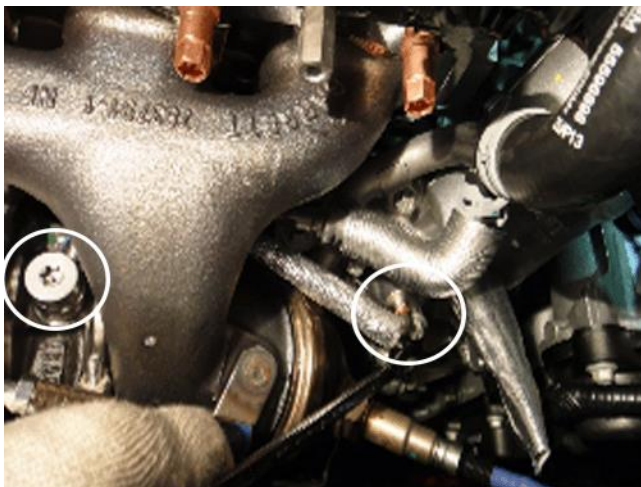
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37. Connect the front oxygen sensor connector. Pay attention to the harness routing as shown.

**Note:** DO NOT use an air impact wrench.



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38. Tighten the turbocharger coolant return pipe bolt to 10 Nm (8 lb ft).
39. Tighten the turbocharger oil feed pipe mounting bolt to 8 Nm (6 lb ft).
40. Tighten the turbocharger oil feed pipe hollow screw to 20 Nm (15 lb ft).
41. Blow engine with compressed air.
42. Tighten the exhaust manifold heat shield mounting bolts to 8 Nm (8 lb ft).
43. Test drive and check for any oil leaks.

#### Dealer Responsibility

Whenever a vehicle subject to this service update enters your vehicle inventory, or is in your facility for service in the future, and the vehicle is still covered under the New Vehicle Limited Warranty, you must take the steps necessary to be sure the service update correction has been made before selling or releasing the vehicle.

All new, used, GM Certified Used, courtesy transportation vehicles, dealer shuttle vehicles, etc. in dealers' possession and subject to this bulletin must be held and inspected/repaired per the service procedure of this bulletin before customers take possession of these vehicles. Involved vehicles must be held and not delivered to customers, dealer-traded, released to auction, used for demonstration, or any other purpose.

All GM Certified Used vehicles currently in the dealers' inventory within the Certified Pre-Owned Inventory System (CPOIS) will be de-certified and must be held and remedied per the service procedure in this bulletin. Upon submitting

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an accepted/paid warranty transaction in the Global Warranty Management (GWM) system, the vehicle can be re-certified for sale within the CPOIS system, or once again be used in the CTP program.

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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 tools, equipment, 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 dealer for information on whether your vehicle may benefit from the information.



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URGENT - DISTRIBUTE IMMEDIATELY

Date: July 14, 2016

Subject: 43210-01 – Service Update  
Engine Oil Leakage at Oil Cooler Pipe  
Revised Part Information section

Models: 2016 Buick Encore  
2016 Chevrolet Trax  
Equipped with 1.4L Turbo Engine (RPO LUJ/LUV)

To: All Buick and Chevrolet Dealers

This bulletin has been revised to update part number 25195771 to 55568536 for the engine oil cooler inlet pipe seal. Please discard all copies of bulletin 43210.

END OF MESSAGE  
GLOBAL SAFETY FIELD INVESTIGATIONS