Bulletin No.: PIP4548F
Date: Jun-2016

Service Bulletin

PRELIMINARY INFORMATION

Subject: MIL On With DTC P0016 And/Or P0017 Setting On A Properly Timed Engine Or Crank No Start

Models:

2011-2016 Buick Regal
2010-2016 Buick LaCrosse
2013-2016 Buick Verano
2013-2014 Chevrolet Captiva
2006-2010 Chevrolet Cobalt
2010-2016 Chevrolet Equinox
2006-2011 Chevrolet HHR
2014 Chevrolet Impala
2007-2013 Chevrolet Malibu
2010-2016 GMC Terrain
2012-2015 Holden Captiva (Australia and New Zealand Only)
2012-2015 Holden Malibu (Australia and New Zealand Only)
2007-2010 Pontiac G5
2006-2010 Pontiac G6
2006 Pontiac Pursuit (Canada Only)
2006-2010 Pontiac Solstice
2007-2010 Saturn Aura
2006-2007 Saturn Ion
2007-2010 Saturn Sky
2007-2010 Saturn Vue
Equipped with the following engines
2.0L (LNF LHU)
2.2L (L61 LAP LE8)
2.4L (LAT LAF LE5 LE9 LEA LUK)

This PI was superseded to update Models. Please discard PIP4548E.

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

Condition/Concern

Some customers may comment of a Service Engine Soon light being illuminated or a crank no start concern. Upon inspection, DTCs P0016 and/or P0017 will be stored.

This may be the result of a camshaft reluctor that has moved on the camshaft. The reluctor is a press fit and is not indexed/keyed to the camshaft--it is an

interference type fit. An overheat condition may contribute to the concern, causing the reluctor to spin on the camshaft when hot. If the reluctor spins far enough, it can create a crank no start condition.

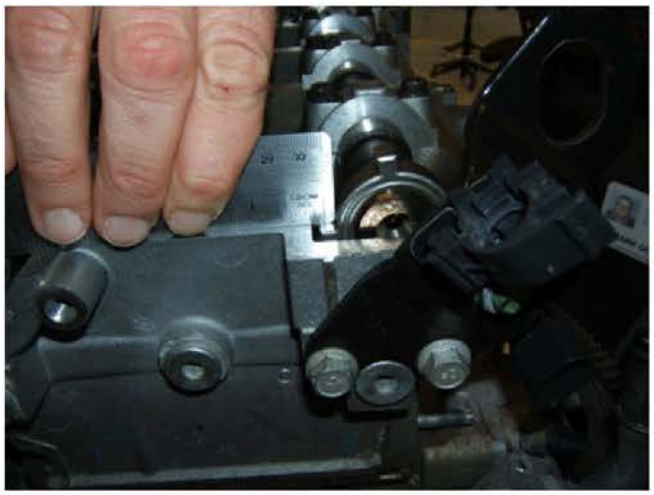
Recommendation/Instructions

Important: The procedure below was developed for 2006 and newer 2.4L LE5 engines. The reluctor position on other engine RPOs may vary. As a result, it may be necessary to compare the reluctor position of other engine RPOs to a known good engine with the same RPO code. If the engine is timed properly and SI diagnosis does not isolate the cause of this concern, perform the suggestions below:

To check the Exhaust Cam reluctor position LE5 ONLY:

With the exhaust camshaft positioned so that the valves for #4 cylinder are at maximum lift (fully opened valves), the reluctor should be flush/parallel to the rocker cover gasket surface as shown in the photo below. If the reluctor position does not line up correctly, the exhaust camshaft must be replaced.

To check



To check the Intake Cam reluctor position LE5 ONLY:

With the Intake camshaft positioned so that the valves for #1 cylinder are at maximum lift (fully opened valves), the reluctor should be flush/parallel to the rocker cover gasket surface as shown in the photo below. If the reluctor position does not line up correctly, the intake camshaft must be replaced.

Notice: Each of the procedures above may not detect a small movement in the reluctor, it may be necessary to compare to a known good engine if in doubt. Also note that the cam cover gasket surface does not line up with the same face/slot on the intake and exhaust reluctor.

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.
