



Service Bulletin

File in Section: 06 - Engine
Bulletin No.: 15-06-04-004A
Date: July, 2017

TECHNICAL

Subject: Fuel Odor, Fuel Leak at Injector to Fuel Rail Connection, Crank/No Start, Extended Engine Crank

Models: 2011-2016 Chevrolet Cruze
Equipped with 1.8L Engine (RPOs LUW or LWE)

This Bulletin has been revised to add the 2016 Cruze and update the information in the Condition section and Parts Information. Please discard Corporate Bulletin Number 15-06-04-004.

Condition

Some customers may comment on a fuel odor/leak, crank/no start, and/or extended engine cranking.

Some customers may also comment that crank/no start or extended crank with a hot engine could occur without a fuel odor/leak.

During inspection, a technician may find a fuel leak at any one of the fuel injector rail connections.

Cause

This condition may be caused by the fuel injector becoming loose from the retaining clip in the fuel rail. The injector may back out of the rail due to excessively high fuel pressure during engine off with high engine compartment temperatures.

The higher than normal pressure condition could be caused by a restriction in the fuel line not allowing fuel pressure to bleed back to the tank.

Correction

To verify this condition it will be necessary to reinstall all the injectors in the fuel rail so the retaining clips can be installed.

1. Install a fuel pressure gauge to the fuel pressure check port on the fuel rail.
2. Start the vehicle and run until the fuel pressure increases to approximately 60 psi +/- 10 psi (415 kPa +/- 70 kPa).
3. Turn the ignition off and observe the fuel pressure.

4. While monitoring the fuel pressure at the fuel rail, carefully disconnect the fuel line in the rear of the vehicle from the fuel tank. The line is under pressure so slowly remove the line with rags wrapped around to absorb the fuel that will bleed off. Make sure there is no ignition source in the area when performing this.
5. If the fuel pressure at the fuel rail remains high or bleeds off very slowly then the fuel line from the tank to the fuel rail is restricted and needs to be replaced.
6. A new fuel rail should also be installed when the fuel line is replaced. Only use the old fuel rail for initial testing.
7. If the fuel pressure drops to zero (0) psi/kPa, then a restriction is not the cause. Inspect for cut injector O-rings or broken retainer clips allowing the injector to separate from the rail.

Parts Information

Part Number	Description
13360385	PIPE, FUEL FEED FRT (2011-2012)
13404381	PIPE, FUEL FEED FRT (2013-2016)
55572478	INJECTOR, DIR FUEL

Warranty Information

For vehicles repaired under the Bumper-to-Bumper coverage (Canada Base Warranty coverage), use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
4080968*	Fuel Pressure Test	0.3 hr
Add	To Replace Fuel Feed Pipe and Fuel Rail Injector Assembly	1.4 hrs

*This is a unique Labor Operation for Bulletin use only.

