



Service Bulletin

Bulletin No.: 13-06-01-003J

Date: January, 2020

TECHNICAL

Subject: Excessive Oil Consumption – Perform Oil Consumption Test and/or Install Piston and Piston Ring Kit

Models: 2010-2013 Buick LaCrosse
2011-2013 Buick Regal
2012-2013 Buick Verano
2010-2013 Chevrolet Equinox
2012-2013 Chevrolet Captiva, Orlando (Canada Only)
2010-2013 GMC Terrain
Equipped with 2.4L Engine (RPOs LAF, LEA)

Attention: This bulletin also applies to any of the above models that may be Export from North America vehicles.

This bulletin has been revised to add an Important statement not to modify the PCV system and update the Warranty Information section. Please discard Corporate Bulletin Number 13-06-01-003I.

Condition

Some customers may comment on excessive oil consumption and/or that they have to add oil between oil changes.

Correction

For this condition, technicians should perform an oil consumption test by following the latest version of Corporate Bulletin Number 01-06-01-011. Before starting the oil consumption test, verify the ECM has latest TIS2Web calibrations to adjust the engine oil life monitor to a maximum of 12,070 km (7,500 miles) — Refer to the latest version of Customer Satisfaction Bulletin #12312.

Inspect for any obvious oil leaks that may explain the oil consumption concern and repair as necessary.

Important: When checking the oil level with the oil dipstick design shown below, please note that the oil volume per notch is not linear due to the shape of the block. The upper notches (relative to the top of the handle) equal 0.227 L (0.24 quart) between each notch while the lower notches only equal 0.132 L (0.14 quart) between each notch. As a result, no oil will appear on the dipstick if it is low on oil by approximately 1.18 L (1.25 quarts) or more. When determining the oil consumption rate, the oil volume added to return it to the starting location is the total amount of oil consumed. The consumption rate must be documented on a repair order.

Notice: Do not add too much oil. An overfill can lead to burn off of the excess oil. Advise the customer to wait until the oil is below the cross-hatched area at the tip of the dipstick before adding oil.



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If the oil consumption test indicates that the rate of consumption is greater than 0.946 L (1 quart) of oil every 3,200 km (2,000 mi), note the oil consumption rate, the date that the ECM was reprogrammed and any repairs/diagnosis that you have performed.

The repair is to replace the pistons and rings. In some cases the bore surface may not have a uniform look to the finish (zebra stripes) as shown below. As a result, some technicians may question whether the engine should be repaired or replaced. After careful evaluation, GM Powertrain has determined that the new pistons and rings will perform correctly in bores that have this appearance, so engine replacement should not be necessary. The cylinder bores do not need any machine or honing work performed on them. Refer to the picture below for acceptable surface finishes.

Note: Use Piston Ring Compressor EN-47836 when installing rings.

Important: DO NOT use any abrasive wheels/materials to clean any mating surfaces. Only Plastic scrapers should be used. Please refer to the latest version of Corporate Bulletin Number 00-06-01-012.

Acceptable Cylinder that Does Not Appear Uniform (Zebra Stripes)



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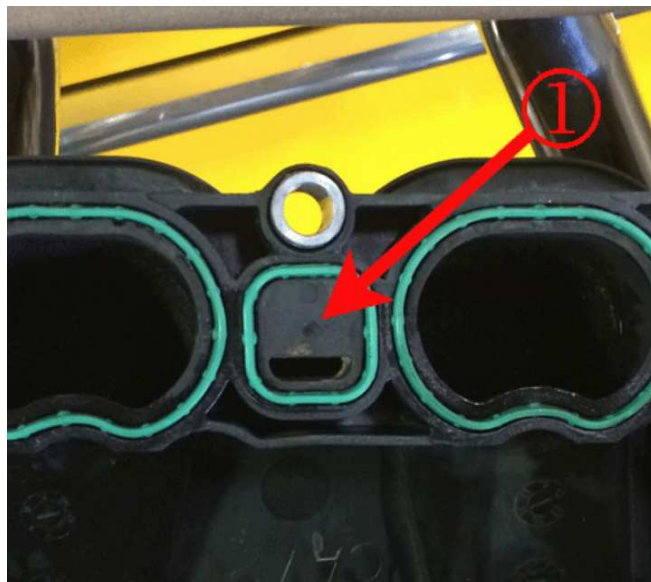
While performing this repair on 2010 and 2011 vehicles built before March of 2011, it should be verified that the high pressure fuel pump (P/N 12641847), balance chain (P/N 12635427), balance chain tensioner (P/N 12649233), and timing chain kit (P/N 12680750) have been installed in this engine in a previous repair. Refer to IVH and check the parts listed in the prior repairs. If these parts have not been installed, they should be replaced at the time that the piston and rings are replaced. If they have been replaced, do not replace them again. Engines in 2012 and 2013 vehicles do not need the balance chain or fuel pump inspected.

The oil consumption may have clogged/reduced PCV flow. The PCV system should be serviced.

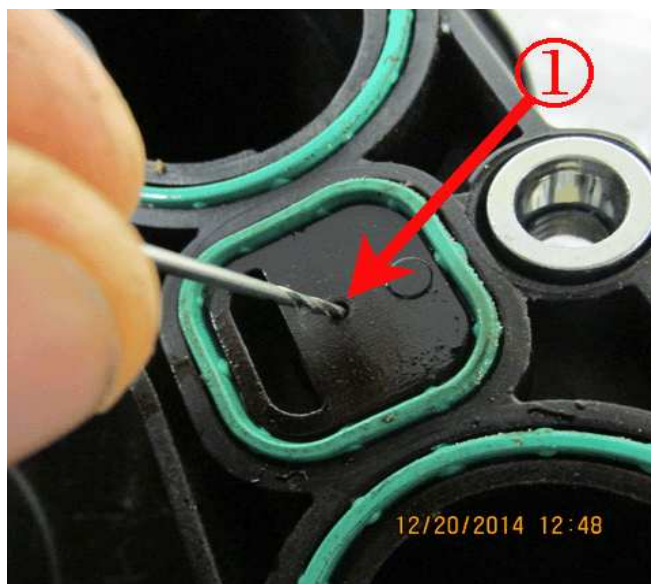
Clean any ice/sludge/water/carbon out of the PCV pipes/hoses, the PCV nipple on the cam cover, the PCV orifice between the #2 and #3 intake runners (use a 1/16 inch drill bit as illustrated below).

Important: DO NOT modify the PCV system. The orifice is a calibrated size based on the PCV system design. Enlarging this orifice increases the amount of

vacuum in the PCV system and will increase the crankcase overall vacuum and may cause the crankshaft seals to whistle.



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Legend

- (1) PCV orifice in the intake manifold. Drill used for cleaning.

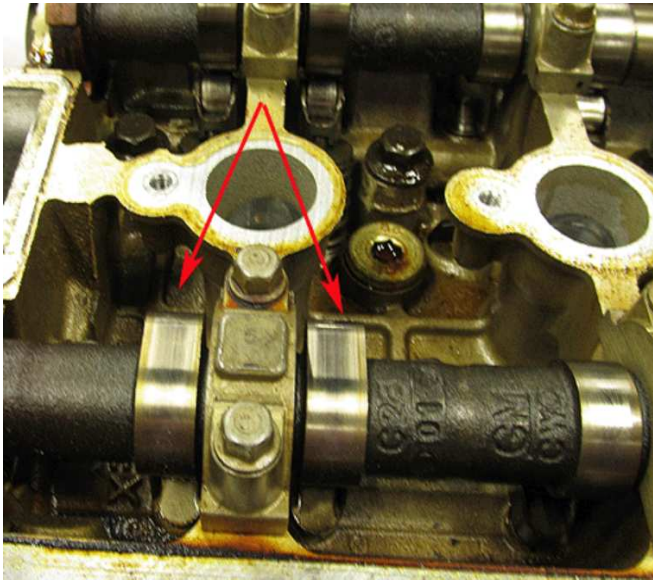
Also when performing this repair, several other parts should be inspected for excessive wear and/or damage and replaced if necessary:

- Balance chain guides
- Timing chain guides

Important: DO NOT use any abrasive wheels/materials to clean any mating surfaces. Only Plastic scrapers should be used. Please refer to the latest version of Corporate Bulletin Number 00-06-01-012.

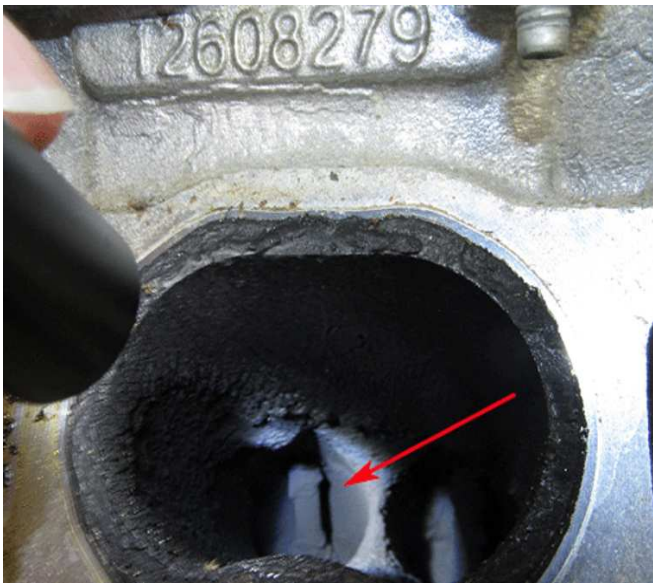
Note: Returned oil consumption engines have been

reviewed at engine tear down. It has been determined that these components do not need to be replaced:



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- Camshafts and roller follower will have wear markings. This is normal and do not need to be replaced (refer to picture above).



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- Valves stems may have deposits build up on them. These deposits are characteristic of a direct inject engine. The valves stems do not need to be cleaned as they are not affecting engine performance (Refer to picture above).
- The oil pump does not need to be replaced as the low oil level operation did not damage the pump.

- The camshaft actuators do not need to be replaced at this time. The vehicle may have arrived with the engine knocking. If the oil level was 1 1/2 - 2 quarts low, it was the lack of oil causing the actuator noise.
- Rod bearings can be reused if there is not any excessive scoring. Some light wear marks are acceptable.

Important: Rod bearings must be marked to identify the proper location to ensure bearings are returned to their original positions.

The final step is to verify that ECM OLM calibration has been installed before the vehicle is returned to the customer.

Important: DO NOT use any abrasive wheels/ materials to clean any mating surfaces. Only Plastic scrapers should be used. Please refer to the latest version of Corporate Bulletin Number 00-06-01-012.

Parts Information

Causal Part	Description	Part Number	Qty
X	PISTON AND RING KIT, ENG	12683595	1
N/A	GASKET KIT, CYL HD	12637166	1
N/A	SEAL, CM/SHF	12609291	1
N/A	BOLT, CONN ROD	11570825	8
N/A	PIPE, FUEL FEED INTER	12608374	1
N/A	SEAL, F/ PMP HSG	12602379	1
N/A	GASKET, F/ PMP BRKT	12595951	1

Warranty Information

For vehicles repaired under the Powertrain coverage, use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
4080008*	Oil Consumption Test Setup	0.2 hr
Add	Oil Consumption Test	0.2 hr
Add	Intake Manifold Inspection and Cleaning	0.2 hr
4066890	Piston, Connecting Rod and Bearing Replacement	Use Published Labor Operation Time
*This is a unique Labor Operation for bulletin use only.		

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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