



Service Bulletin

Bulletin No.: 18-NA-073

Date: August, 2024

INFORMATION

Subject: Repair Guidelines for Engine Component Wear

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
GM Passenger Cars and Trucks		2000	2025	All	All	All	—

Involved Region or Country	North America, Argentina, Brazil, Bolivia, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay, Venezuela, Europe, Russia, Middle East, Iraq, Israel, Palestine, Japan, Cadillac Korea (South Korea), GM Korea Company, China, Taiwan, Thailand, Singapore, Philippines, Australia/New Zealand, Egypt, Other Africa, South Africa
Condition	Whenever engines have been disassembled, technicians may encounter some visible engine wear characteristics on critical engine components. Some technicians may be replacing engines instead of repairing and replacing worn components as needed.
Cause	These conditions may be caused by the vehicle duty cycle, dust in the environment the vehicle is being operated in and local fuel quality. In some instances, service personnel may be improperly diagnosing normal engine wear.
Correction	Review the following graphic examples and information in this bulletin.

Important: Service agents must comply with all International, Federal, State, Provincial, and/or Local laws applicable to the activities it performs under this bulletin, including but not limited to handling, deploying, preparing, classifying, packaging, marking, labeling, and shipping dangerous goods. In the event of a conflict between the procedures set forth in this bulletin and the laws that apply to your dealership, you must follow those applicable laws.

Information

The purpose of this bulletin is to assist the service personnel with graphics and information to use as guidelines in order to perform the necessary engine repairs and prevent unnecessary engine replacement.

Important: Prior to component replacement: Refer to SI to diagnose and identify the root cause of the original failure. In cases involving suspected bearing failure, remove and inspect the oil filter. Refer to the Oil Filter – Inspect for Excessive Debris section in this bulletin.

Important: Prior to completing repairs, do a cost analysis; in some instances, an engine replacement may be considered.

Important: If SI diagnosis leads to an inspection of the cylinder bores and reveals cylinder wall damage (i.e., excessive scoring or out-of-round), an engine replacement may be required. Refer to the Cylinder Bore section in this bulletin.

Camshaft

Review the following:

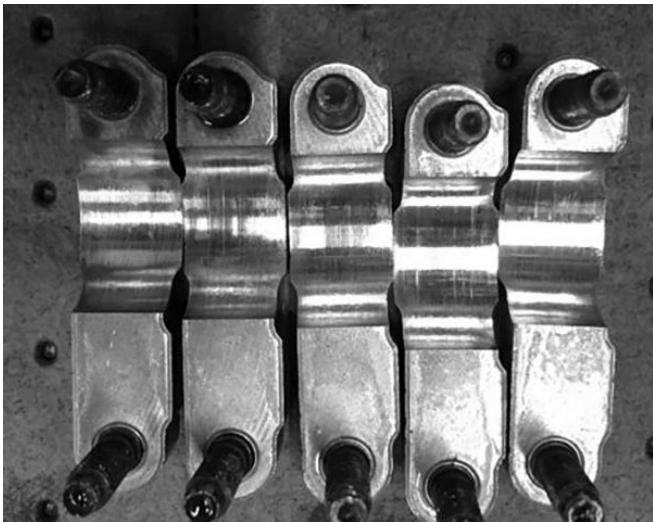


4994025

Example of minor scratching/scoring visible on camshaft lobes and/or camshaft bearing journals. In this example, the scored components can be replaced without need for engine assembly replacement.

Camshaft Bearing Caps

Review the following:

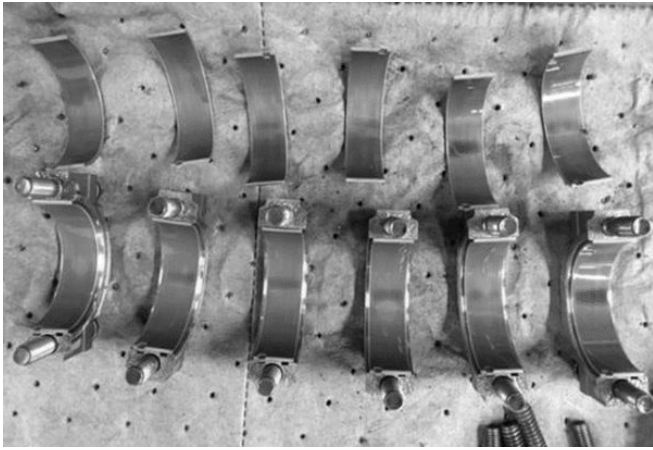


4991477

Example of minor scratching/scoring visible on camshaft bearing caps. In this example, the scored components can be replaced without need for engine assembly replacement.

Connecting Rod End Caps and Bearings

Review the following:

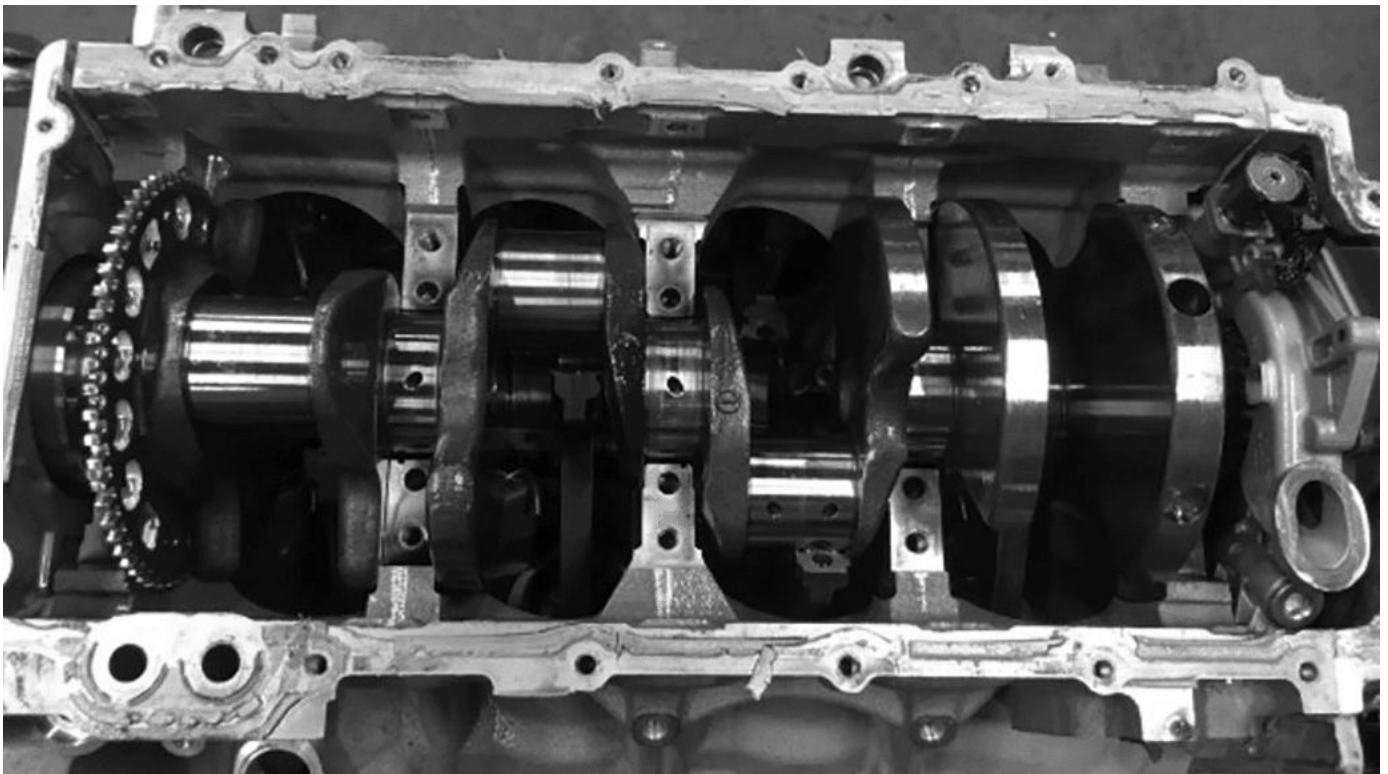


4992132

Example of minor scratching/scoring visible on connecting rod bearings. In this example, the scored components can be replaced without need for engine assembly replacement.

Crankshaft in Crankcase

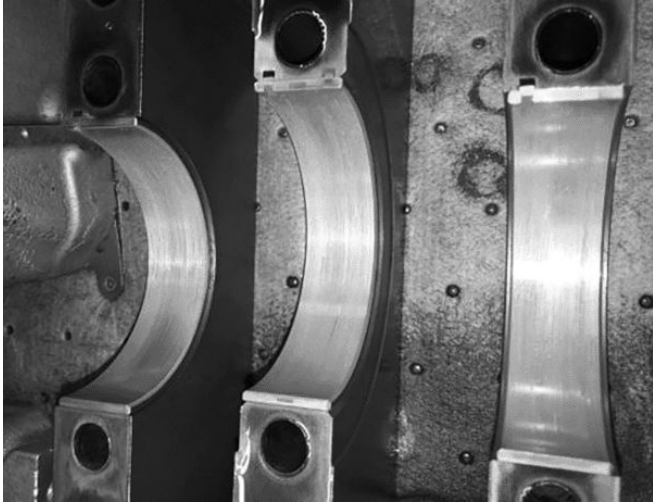
Review the following:



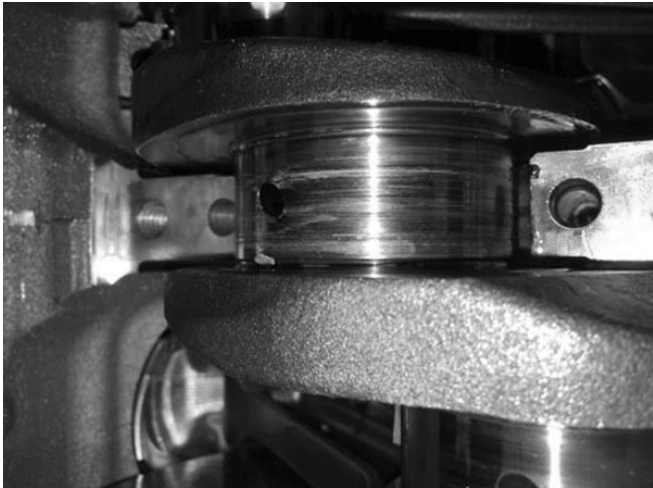
4990880

Example of minor scratching/scoring visible on crankshaft. In this example, the scored components can be replaced without need for engine assembly replacement.

Crankshaft Main Bearings and Journal
Review the following:



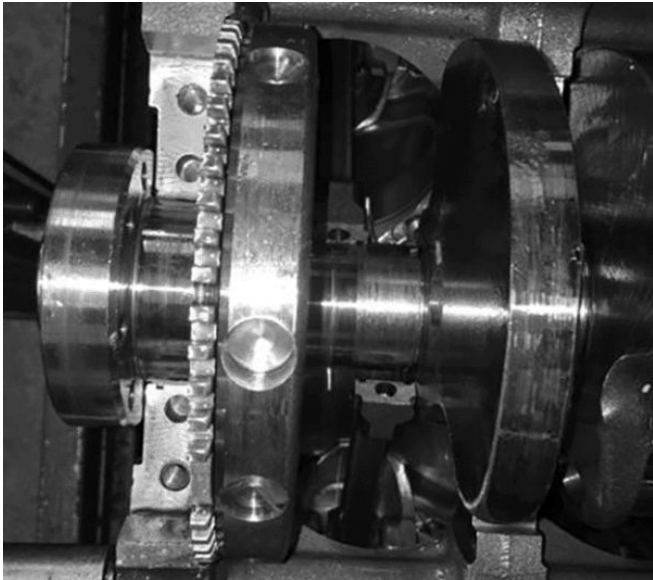
4985936



4986379

Example of minor scratching/scoring visible on crankshaft. In this example, the scored components can be replaced without need for engine assembly replacement.

Crankshaft, Reluctor Ring and Journal
Review the following:



4986393



4990640

Example of minor scratching/scoring visible on crankshaft. In this example, the scored components can be replaced without need for engine assembly replacement.



6719801

Example of crankshaft bluing on the counterweights. In this example, the bluing is caused from the heat-treating process and is not an indication of a damaged crankshaft. These crankshafts can be reused.

Cylinder Bore

Review the following:



4992739



5788552

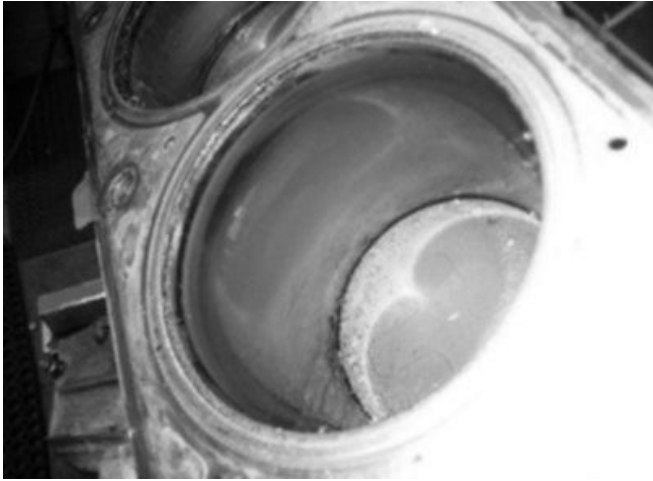
Example of minor scratching/scoring visible on cylinder wall. In this example, if you cannot catch a pick or fingernail on the scratch, the cylinder bore/engine block does not require replacement. If the piston is slightly scored, the scored piston can be replaced without need for engine assembly replacement.

Cylinder Out-of-Round

Review the following:

Suspecting an engine block of possible cylinder bore damage, scoring or out of round as the possible cause of engine oil consumption, misfire, cylinder leakage or blow by.

Note: The peak to valley suspecting an engine block of possible cylinder bore damage, scoring or out of round as the possible cause of engine oil consumption, misfire, cylinder leakage or blow by. spec for crosshatch is .65-2.8 microns. Any deviation and the crosshatch will be gone even if a cylinder is suspected of being oversize, we can only confirm that by checking with an air gauge at the engine plant.



5788569



5788571

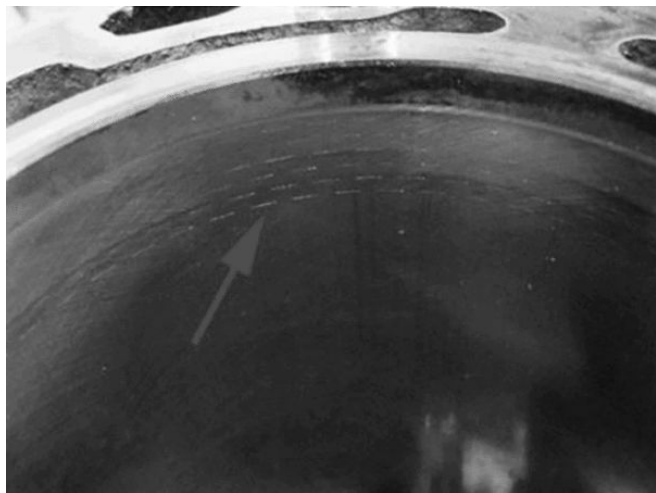
When inspecting the engine block to determine if the cylinder bores are good, look for the following:

1. Cylinder damage or scoring – The cylinder walls will contain grooves deep enough to catch with a fingernail.
2. Out of round cylinder bore – Contains areas where the crosshatch is missing or worn from different sections of the cylinder bore. If there is crosshatch all the way around the bore from top to bottom, the cylinder bore is not out of round.

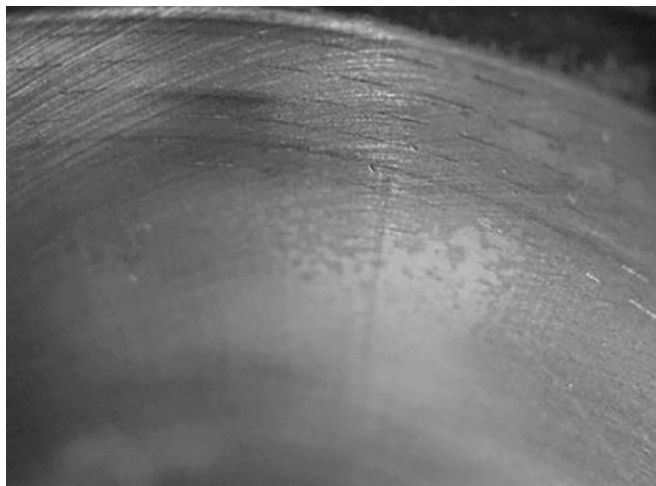
3. Dirt intrusion – If the filtering system has been compromised, the engine will wear out very quickly. You will find grit in the intake runners and the cylinder bores will look lightly sand blasted. The crosshatch will be faint and there will not be sharpness. At high mileage this may not be Warrantable if the air filtering system has been opened numerous times for service in dusty climates.
4. Catalytic converter failure – If a converter fails and the brick is broken, the dust can be drawn back into the engine. A block showing this type of failure will have bores that look to be sand blasted. Back cylinders go first if caught early. Otherwise, there will be no crosshatch and the engine will need to be replaced.

Cylinder Bore Honing Marks

Review the following:



4993413



4993544

Some technicians may be replacing entire engine assemblies due to marks found at the top of the cylinder bore. These marks are considered normal and are left as a result of a manufacturing laser honing process. **DO NOT** replace the cylinder block or the engine for these normal laser honing marks (refer to PI0725B).

Piston

Review the following:



4992916

Example of minor scratching/scoring visible on piston. In this example, inspect for broken and/or stuck rings and piston ring lands and cylinder wall for damage. If no cylinder wall damage or other significant damage, components can be replaced without requiring an engine assembly replacement.

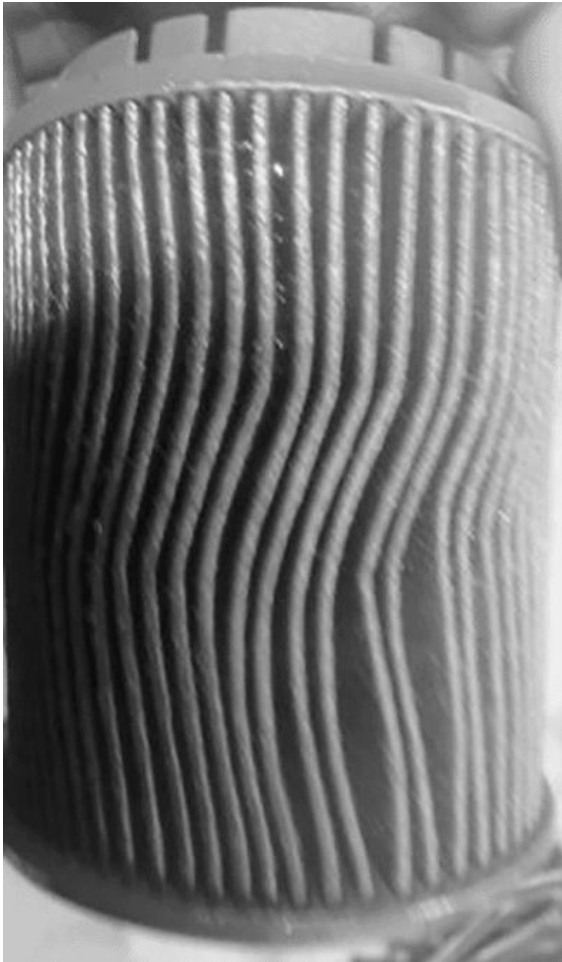
Oil Filter – Inspect for Excessive Debris

In cases involving suspected bearing failure, remove and inspect the oil filter for excessive debris and damaged pleats. Use the inspection as an indicator of the amount of material that is displaced through the engine and lubrication circuits. This may help to avoid unnecessary engine removal.

Review the following:







4994408

Shown are oil filter pleats with visible metal particles.

In this example, minimal amounts of metal particles are visible on oil filter pleats and should not pose a concern. When inspecting the pleats of an original oil filter it is normal to find small pieces of debris or very light glitter. This is build debris that has been flushed out of the engine assembly. Do not replace the engine if this is noticed. If the debris is questionable, then perform an oil change and then reinspect at the next service interval.

If excessive amounts of metal particles are observed, or if there is evidence of damaged oil filter pleats, then unfiltered oil with bearing debris may have been pumped into the oil lubrication galleries throughout the engine. This will require further inspection to confirm the degree of contamination and appropriate repair direction. Refer to Service Bulletin #19-NA-256 for HFV6 Gen 1 and Gen 2.

Version Information

Version	11
Modified	<p>Released March 07, 2018</p> <p>Revised February 07, 2020 – Added the 2020 Model Year, updated the Involved Region or Country section, updated some PI references, and changed the bulletin reference in the Oil Filter – Inspect for Excessive Debris section.</p> <p>Revised January 22, 2021 – Added the 2021 Model Year and updated Involved Region or Country section.</p> <p>Revised April 13, 2021 – Added a graphic under Cylinder Bore section, added Cylinder Out-of-Round section and updated the PI reference under Information and Cylinder Bore sections.</p> <p>Revised July 27, 2021 – Removed references to PIP5163E and changed the word toothpick to pick under Cylinder Bore section.</p> <p>Revised August 06, 2021 – Removed Australia/New Zealand from the Involved Region or Country section.</p> <p>Revised January 18, 2022 – Added the 2022 Model Year.</p>

Revised December 14, 2022 – Added the 2023 Model Year and updated the Involved Region or Country section.

Revised March 17, 2023 – Added the 2024 Model Year.

Revised August 24, 2023 – Added the 2000-2014 Model Years, updated the Involved Region or Country section, and added the Important statement above Information section.

Revised August 19, 2024 – Added the 2025 Model Year and information under Crankshaft, Reluctor Ring and Journal and Oil Filter – Inspect for Excessive Debris sections.

