

GM's Engine Recall

Facts That Every Lube Tech Should Know

General Motors has acknowledged an engine defect that relates to vehicle safety may exist on certain 2021-2024 vehicles including Cadillac Escalade and Escalade ESV, Chevrolet Silverado 1500, Suburban, Tahoe, GMC Sierra 1500, Yukon and Yukon XL, equipped with the 6.2L (RPO L87) gas engine. Certain production vehicles may encounter a manufacturing defect with the crankshaft and connecting rods that can lead to engine failure during vehicle operation, increasing the risk of a crash. Rod bearing damage from sediments on the connecting rods and crankshaft oil galleries, in addition to out of specification crankshaft dimensions and surface finish are the culprit. Complaints totaling 28,102 have been filed including reports of engine failure, crashes and fires. Drivers may encounter knocking or other unusual noises, Check Engine lamp illumination, loss of propulsion, hesitation, high RPMs, reduced acceleration or no start symptoms, due to engine damage.

Test Procedure

If the vehicle displays a P0016 code and exhibits an audible rod knock or is not operable, the repair will require an engine replacement.

If the code is not present and there are no noise related symptoms, the dealership technician will perform a test utilizing a PicoScope supplied by GM, including the necessary harnesses, sensor and related software to perform the evaluation. Certain date code production engines may be identified as requiring an engine replacement.

If the engine passes the PicoScope evaluation, the vehicle will get an oil and filter change utilizing a Dexos R specification 0W-40 oil plus a new oil cap identifying the required lubricant. In addition, an insert for the owner's manual will be included, which identifies the required lubricant. A warranty extension on the engine will be included. Engines that are replaced under war-

ranty will retain the 0W-20 lubricant, which was the original viscosity oil recommended for the engine.

Lube Service Concerns

Selecting the correct oil viscosity for the vehicle being serviced may well be a challenge, especially for those techs that are accustomed to servicing vehicles equipped with the 6.2L (RPO L87) engine. Do not get into a pattern of assuming from memory what filter or viscosity oil is required on a given application. With the applications mentioned in this recall some like year, make and model vehicles will require 0W-20 and others may require 0W-40 viscosity lubricant. It is imperative that the oil cap should be the viscosity identifier for the vehicle being serviced. Making the wrong selection could result in liability for the shop in the case of engine damage.

Pressurization Concerns

While there have been no oil pressurization concerns mentioned in the recall, we can only imagine what pressurization issues may result from the debris or metal fragments that may be deposited or flowing throughout the engine.

For those of us that have been in the auto service business for 50 plus years our first thought concerning metal fragments or debris in the engine focuses on oil pressurization concerns. These deposits can create an under/over pressurization condition when they restrict movement of the pressure regulating valve/solenoid in the oil pump.

Every lube tech, shop owner or manager should be aware of the recall and how it could impact their shop's business and the potential for liability if the proper service procedures and required lubricant are not followed.



By Larry Hammer
Technical Services

