



Service Bulletin

PRELIMINARY INFORMATION

Subject: Engine Misfires Due To Major Carbon Deposits On The Intake And/Or Exhaust Valves

Models: 2009-2014 Buick Enclave
2009-2014 Buick Lacrosse
2010-2014 Buick Regal
2008-2014 Cadillac CTS, STS
2010-2014 Cadillac SRX
2013-2014 Cadillac ATS, XTS
2008-2010 Chevrolet Cobalt SS, HHR SS
2009-2014 Chevrolet Traverse
2010-2014 Chevrolet Camaro, Equinox
2011-2014 Chevrolet Captiva
2012-2013 Chevrolet Impala
2014 Chevrolet Impala, Impala Limited
2009-2014 GMC Acadia
2010-2014 GMC Terrain
2007-2010 Pontiac Solstice GXP
2009-2010 Saturn Outlook
2007-2010 Saturn Sky Redline
with any of the Following Direct Injected Gasoline Engines:
2.0L (RPO LNF)
2.4L (RPO LAF, LEA, or LUK)
2.8L (RPO LAU)
3.0L (RPO LF1 or LFW)
3.6L (RPO LFX or LLT)

This PI was superseded to update model list and recommendations. Please discard PIP5029D.

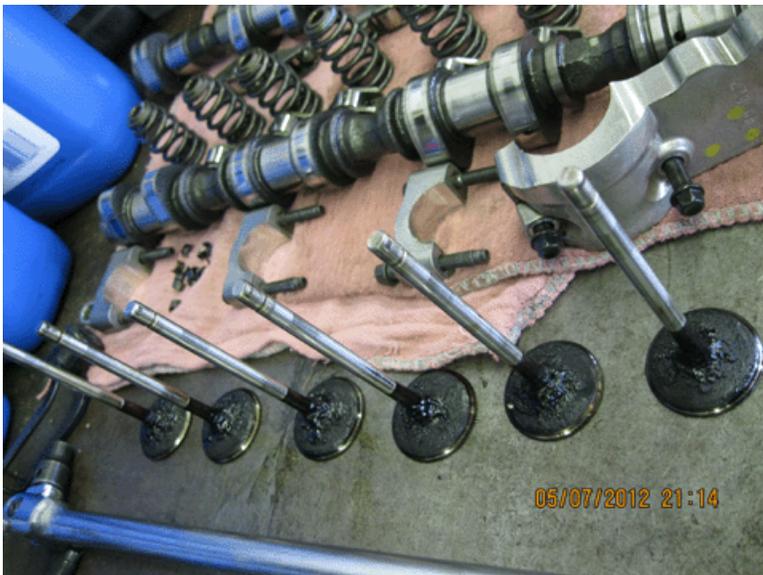
The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition/Concern

Some customers may complain of a MIL and engine misfire. In some cases, the misfire may be more apparent on a cold start, may count on a single cylinder or several cylinders, and may or may not be felt by the driver. Upon inspection, the technician will find one or more misfire codes (DTC P0300-P0306) stored in the ECM and SI diagnosis may or may not isolate the cause of the misfire depending on whether the intake/exhaust valves are sticking at the time of the diagnosis.

This may be the result of major carbon build up on the intake and/or exhaust valves as shown below so the misfires should not have appeared until accumulating at least 5,000 miles or more.





Recommendation/Instructions

If this concern is encountered, perform SI diagnosis. If SI diagnosis isolates a valve sealing concern and/or eliminates everything else external to the engine, decarbon the engine with Upper Engine and Fuel Injector Cleaner by following the guidelines below:

Important: Extreme care must be taken not to hydro-lock the engine when inducing the cleaner, especially if it is induced without Kent Moore Tool # J-45076 /

J-35800-A or equivalent. If too much cleaner is induced at too low of a RPM, or if you force the engine to stall by inducing too much cleaner at once, the engine may hydro-lock and bend a connecting rod(s).

1. In a well-ventilated area with the engine at operating temperature, slowly/carefully induce a bottle of GM Upper Engine and Fuel Injection Cleaner into the engine with RPM off of idle enough to prevent the engine from stalling (typically around 2,000 RPM or so). Depending on the engine configuration, induce the cleaner through the throttle body or an engine vacuum hose/pipe. For best results, it is suggested to induce the cleaner through the throttle body with Kent Moore Tool # J-45076 / J-35800-A or equivalent (shown below).
2. Turn the engine off after inducing the cleaner and allow the cleaner to soak with the engine off for 2.5 to 3 hours (Do not let cleaner soak for more than 3 hours as remaining deposits may start to harden back up again).
3. Add a bottle of GM Fuel System Treatment Plus to the fuel tank and fill the vehicle with one of the Top Tier gasolines listed at <http://www.toptiergas.com> and/or in the latest version of 04-06-04-047 (USA) or 05-06-04-022 (Canada). See Bulletin 05-00-89-078 for more details on GM Fuel System Treatment Plus.
4. Test drive the vehicle extensively to circulate the GM Fuel System Treatment Plus.
5. Re-evaluate the concern to determine if it is repaired or improved at all. If the concern is improved but not repaired, it may be necessary to perform the above decarboning process a 2nd time.
6. To complete the repairs, change the engine oil and filter, and advise the customer to only use one of the Top Tier Gasolines listed at <http://www.toptiergas.com> and/or in the latest version of 04-06-04-047 (USA) or 05-06-04-022 (Canada) to minimize future deposits. It can also be recommended to add a bottle of GM Fuel System Treatment Plus at every oil change as mentioned in the latest version of 04-06-04-051.

Notice: There is also a related training video on this that is included in the January 2013 Emerging Issues Video that technicians should consider viewing. Because the training video does not mention this, please note that it is acceptable to use equivalent tools as mentioned above/below and the engine oil and filter should also be replaced to complete the repairs as mentioned above in Step 6. The training video is available at the GM Center of Learning Website and can be viewed by following this path: Go to www.centerlearning.com> Enter Training ID>> Click Resources>>> Click Service Know How / Tech Assist>>>> Click Emerging Issues>>>>> Click 10213.01D - January 2013 Emerging Issues (VOD)>>>>>> Click the Topics Tab on Upper Right>>>>>>> Click Link for PIP5029: Decarboning Valves in SIDI Engines

The related training video on this topic for Canadian dealers is included in the March 2013 TAC TALK presentation. The training video is available on the Learning Management System (LMS) Website and can be viewed by selecting the LMS link from the Global Connect Home Page Go to Video On Demand from the Increase My Knowledge section. Once you have selected the March 2013 TAC TALK, click on the Topics tab and then select #7 Feature Topic - Procedure to De-Carbon Valves on Direct Injection Engines.

Kent Moore Tool Kit # J-45076

1. Pressurized Canister from J-45076 is Shown - J-35800-A is Similar (Equivalent Pressurized Canister Acceptable)
2. Throttle Body Cleaning Adapters J-45076-46 and J-45076-55 Shown (Equivalent Adapters Acceptable)



Notice: J-45076 was originally released to Cadillac dealers for decarboning Northstar engines but it has since been discontinued. This kit came with the pressurized canister and throttle body cleaning adapters shown above. As mentioned above, the J-35800-A is another pressurized canister that can be used. It was originally released in the 1990s for cleaning fuel injectors on the 4.3L, 5.0L, and 5.7L truck engines. If these tools are not available, it is also acceptable to use equivalent tools to perform this decarboning procedure,

SUCH AS:

BG corp. Air Intake System Cleaning Tool Part # 9206 and used with BG 9210 injecta-flush apparatus.

Wynn's Throttle Body Cleaning Tool Part # 31500

We believe these sources and their products to be reliable. There may be additional manufacturers of such products/materials. General Motors does not endorse, indicate any preference for, or assume any responsibility for the products or material from this firm or for any such items that may be available from other sources.

Parts Information

Part Number	Description	Qty
88861803 (In Canada, use P/N 88861804)	Upper Engine and Fuel Injector Cleaner	1
88861013 (In Canada, use P/N 88861012)	Fuel System Treatment Plus	1
See Parts Catalog	Engine Oil Filter	1
See Parts Catalog	Engine Oil	6 qt.

Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
4080148*	Decarbon Engine Using Upper Engine Cleaner	0.5 hr
Add	Change Engine Oil and Filter	0.3 hr

* This is an unique labor operation for bulletin use only. This will not be published in the Labor Time Guide.

ADDITIONAL SI KEYWORDS:

P0301 P0302 P0303 P0304 P0305

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.

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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