



Service Bulletin

PRELIMINARY INFORMATION

Subject: DTC P0016 P0017 P0018 P0019 P0008 P0009

Models: 2013-2014 Cadillac ATS XTS
2004-2014 Cadillac CTS SRX
2004-2011 Cadillac STS
2005-2009 Buick Allure (Canada Only)
2005-2014 Buick Lacrosse
2008-2014 Buick Enclave
2007-2014 GMC Acadia
2010-2014 Chevrolet Camaro
2008-2014 Chevrolet Equinox
2012-2014 Chevrolet Impala
2008-2012 Chevrolet Malibu
2009-2014 Chevrolet Traverse
2007-2009 Pontiac G6
2008-2009 Pontiac G8, Torrent
2007-2010 Saturn Aura, Outlook
2008-2010 Saturn Vue
with 2.8L LP1, 2.8 LAU, 3.0 LF1, LFW 3.6L LY7, LLT, LFX engines

This PI was superseded to update models and model years. Please discard PIP3423J.

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

Condition/Concern

Vehicles with 2.8 LP1, 2.8 LAU, 3.0 LF1, 3.0 LFW, 3.6 LFX, 3.6 LLT, or 3.6 LY7 engines may exhibit two or more of the following DTCs: P0016, P0017, P0018, P0019, P0008 or P0009.

Recommendation/Instructions

If the above concern is present, check for loose timing chains or tensioners.

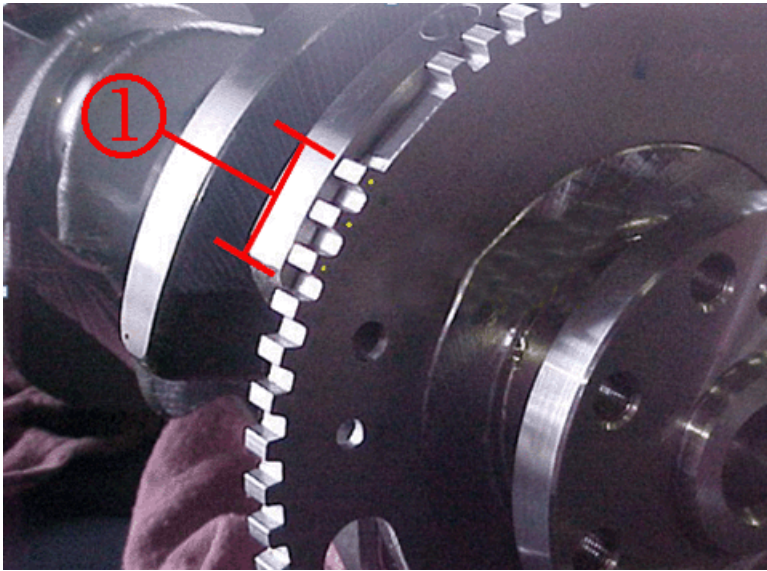
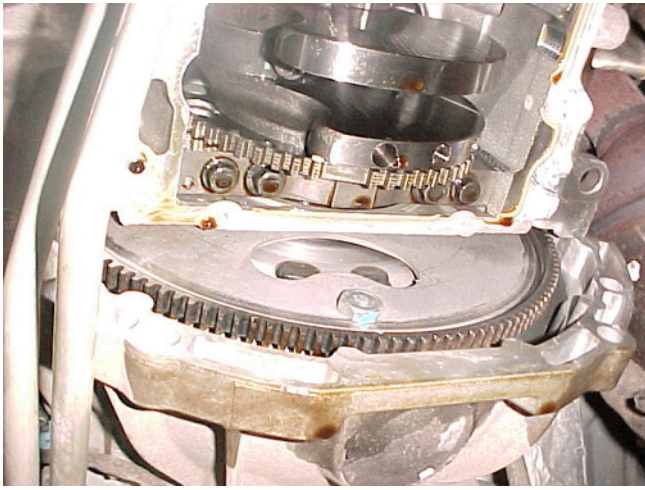
If after following SI diagnostics the root cause is not found, the following may be helpful.

The reluctor for the crankshaft sensor pressed on the crankshaft may have moved.

Refer to attached photographs for exact location.

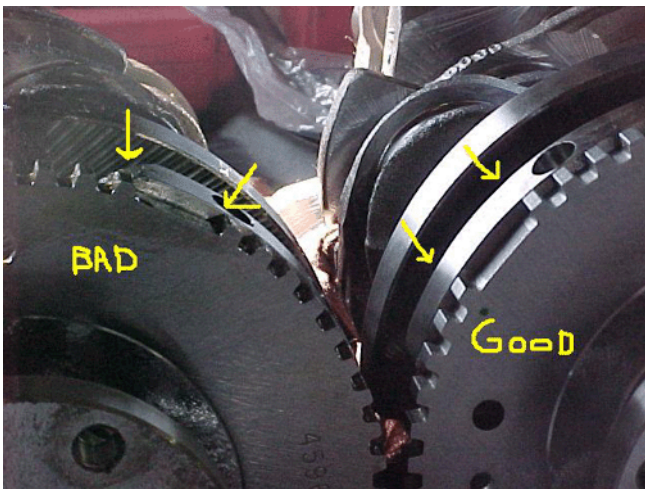
(It is possible on some applications to view this with a bore scope through the crank sensor hole without removing the oil pan)

If the reluctor has moved then replace crankshaft.



1= The actual measurement of a good Reluctor wheel.

25 to 26 mm This measurement is from the end of the machined surface of the crankshaft throw to the edge of the open space in the reluctor. (approximately 3 1/2 teeth)



2 and 3 = Show a good reluctor next to a bad reluctor.



Crankshaft with bad reluctor wheel.

Note: The distance can be offset either clockwise or counter clockwise. Both will result in these codes.

Note: The balance hole does not come into play when determining if the reluctor has slipped or not.

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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