
Document ID: 2912573

#PIP5029B: Engine Misfires Due To Major Carbon Deposits On The Intake And Or Exhaust Valves - (Sep 24, 2012)

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



Models: 2009 - 2013 Buick Enclave

2009 - 2013 Buick Lacrosse

2008 - 2013 Cadillac CTS, STS

2010 - 2013 Cadillac SRX

2013 Cadillac ATS, XTS

2008 - 2010 Chevrolet Cobalt SS, HHR SS

2009 - 2013 Chevrolet Traverse

2010 - 2013 Chevrolet Camaro, Equinox

2012 - 2013 Chevrolet Impala

2009 - 2013 GMC Acadia

2010 - 2013 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:

2.0 (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)

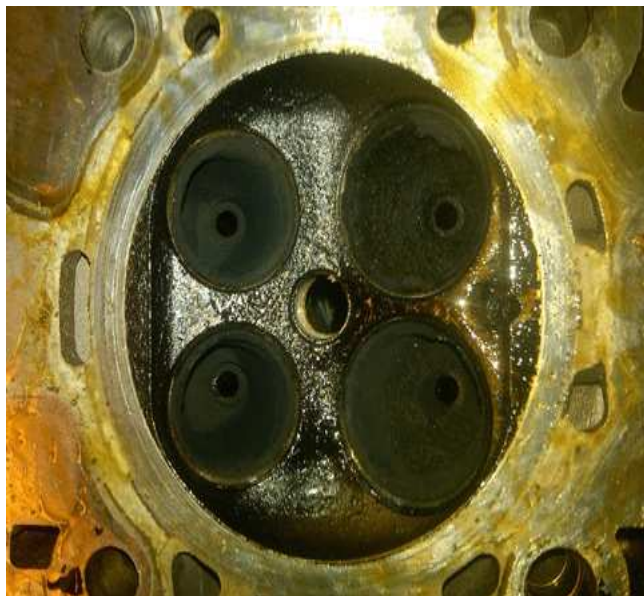
This PI was superseded to update photo and part numbers. Please discard PIP5029A.

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 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, 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.

Kent Moore Tool Kit # J-45076

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



Parts Information

Part Number	Description	Qty
88861803	Upper Engine and Fuel Injector Cleaner	1
88861013	Fuel System Treatment Plus	1

Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
J7579*	Decarbon Engine Using Upper Engine Cleaner	0.5 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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