

**Subject:** Engineering Information - Request for Pictures of Broken Wire in the Harness Between the ECM and Multifunction Sensor (MAF Sensor), DTC's U060F,U1346, P0101, P0102 and/or P1101 Set (U.S. ONLY)

**Attention:** This Engineering Information (EI) does not require the technician to call an engineer. This EI Lite is asking ONLY to submit the description of the issue with PIE number and pictures using the Field Product Reporting (FPR) App (reference bulletin 02-00-89-002). Proceed with this EI ONLY if the customer has a Broken Wire in the Harness Between the ECM and Multifunction Sensor (MAF Sensor), AND the PIE number is listed in the Global Warranty Management / Investigate History link (GWM/IVH). If the customer does not have a Broken Wire in the Harness Between the ECM and Multifunction Sensor (MAF Sensor) concern, or this PIE number does not show in GWM/IVH, disregard the EI and proceed with diagnostics found in published service information. THIS IS NOT A RECALL — refer to Service Bulletin 04-00-89-053 for more details on the use of Engineering Information bulletins.

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Buick	Encore GX	2020	2022	-	-	Equipped with 1.2L or 1.3L Engine (RPO's LIH, L3T)	-
Chevrolet	Trailblazer (VIN M)	2021					

<b>Involved Region or Country</b>	United States
<b>Condition</b>	<p><b>Important:</b> If the customer did not bring their vehicle in for this concern, DO NOT proceed with this EI.</p> <p>Some customers may comment on the Check Engine Lamp On and/or Reduced Engine Power message displayed on the driver information center (DIC).</p> <p>Technicians may find one or more of the following DTC's set.</p> <ul style="list-style-type: none"> <li>● U060F - Lost Communication with Mass Airflow Sensor Bank 1</li> <li>● U1346 - Engine Control Module LIN Bus 2 (or Bus 22)</li> <li>● P0101 - Mass Air Flow (MAF) Sensor Performance</li> <li>● P0102 - Mass Air Flow (MAF) Sensor Circuit Low Frequency</li> <li>● P1101 - Intake Air Flow System Performance</li> </ul>
<b>Cause</b>	GM Engineering is attempting to better understand the cause of this issue.

**Correction**

If you encounter a vehicle where a customer comments on the Check Engine Lamp and/or Reduced Engine Power message displayed on the driver information center (DIC) that drives a warrantable item type of repair on any 2020–2022 Buick Encore GX or 2021–2022 Chevrolet Trailblazer (VIN M), use the Field Product Reporting (FPR) App, take pictures of the issue (per details below), fill out required fields (including adding PIE number **PIE0682** in the Condition Field) and Submit.

**Note:** GM has updated the Field Product Reporting App, and it is now part of the “Certified Service Mobile Toolbox” (CSMT) Instructions to load the App to your phone and other detailed instructions can be found in the latest version of Bulletin 02-00-89-002 (U.S. Dealers).



1. Take one picture of the damage clip on the engine side (1) and one picture from the (MAF) sensor side (2). Please also add the LOCATION NUMBER, as shown in the picture above, to the issue description in the FPR.

2. Take a clear closeup picture or two of the area of concern, to help us better understand the type of issue (i.e. sealer void/gap, jog/off location, missing, etc.).

**Note:** If the Dealership Sublets this work, if possible, the Sublet Agent could take 2 pictures per above and forward to Dealership Service Representative for FPR Submission.

## Service Procedure

Refer to Technical Service Bulletin 22-NA-008 for repair instructions.

## Warranty Information

If engineer was contacted or required information was provided, use:

Labor Operation	Description	Labor Time
5486288*	Engineering Information - Request for Pictures of Broken Wire in the Harness Between the ECM and MAF Sensor	0.2 hr

\*This is a unique Labor Operation for bulletin use only.

<b>Version</b>	1
<b>Modified</b>	Released March 09, 2022