



# Service Bulletin


Bulletin No.: 21-NA-016


Date: April, 2022

## TECHNICAL

**Subject:** Malfunction Indicator Lamp (MIL) Illuminated – DTC P00C7, P0236 and/or P1101 Set

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Buick	Encore GX	2020	2020	—	—	1.3L Turbo (L3T)	—
Chevrolet	Trailblazer (VIN M)	2021	2021	—	—	1.3L Turbo (L3T)	—

<b>Involved Region or Country</b>	North America
<b>Condition</b>	<p>Some customers may comment that the MIL is illuminated. Some technicians may find one or more of the following DTCs set in the Engine Control Module (ECM):</p> <ul style="list-style-type: none"> <li>P00C7: Intake Air Pressure Measurement System - Multiple Sensors Not Plausible</li> <li>P0236: Turbocharger Boost Sensor Performance</li> <li>P1101: Air Flow System Performance</li> </ul>
<b>Cause</b>	<div style="text-align: center;">  </div> <p style="text-align: right; font-size: small;">5672206</p> <p>This condition may be caused by a poor crimp retention at splice J113 in the engine harness.</p> <p>– Poor crimp retention may allow circuit 548 to skew the turbocharger boost sensor data.</p>

<p><b>Correction</b></p>	<div style="text-align: right;">  </div> <p style="text-align: right; font-size: small;">5672198</p> <p>Inspect and repair the J113 splice:</p> <ul style="list-style-type: none"> <li>⇒ Monitor the Boost Pressure Sensor, BARO Sensor 1, and MAP Sensor using GDS. There should only be a slight difference in the boost sensor when compared to MAP/BARO. While monitoring GDS, manipulate the engine harness. You will notice a bigger difference in the boost sensor 1 kpa higher than BARO/MAP KOEO indicating an issue with the low reference ground/J113.</li> <li>⇒ Remove existing splice. Strip insulation (1/2"). Slide heat shrink tubing over wire to be spliced. Hand crimp to securely close the entire clip using crimpers or pliers.</li> <li>⇒ Solder splice clip. Position shrink tube midpoint over soldered connection. Cover the entire splice with heat shrink tubing. Tubing must extend onto the insulation on both sides of the splice. Seal the shrink tube.</li> </ul>
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**Service Procedure**

Refer to *Wire to Wire Repair* in SI.

**Parts Information**

Causal Part	Description	Part Number	Qty
N/A	SPLICE CLIP	01839906	1
N/A	Tubing, HEAT SHRINK	12354999	As Required

**Warranty Information**

For vehicles repaired under the Bumper-to-Bumper coverage (Canada Base Warranty coverage), use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
5486148*	Wire-to-Wire Repair of J113 Wire	1.0 hr
*This is a unique Labor Operation for bulletin use only.		

<b>Version</b>	2
<b>Modified</b>	Released April 19, 2021 Revised March 29, 2022 - Changed Warranty Information from Powertrain to Bumper to Bumper Coverage.

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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