



# Service Bulletin

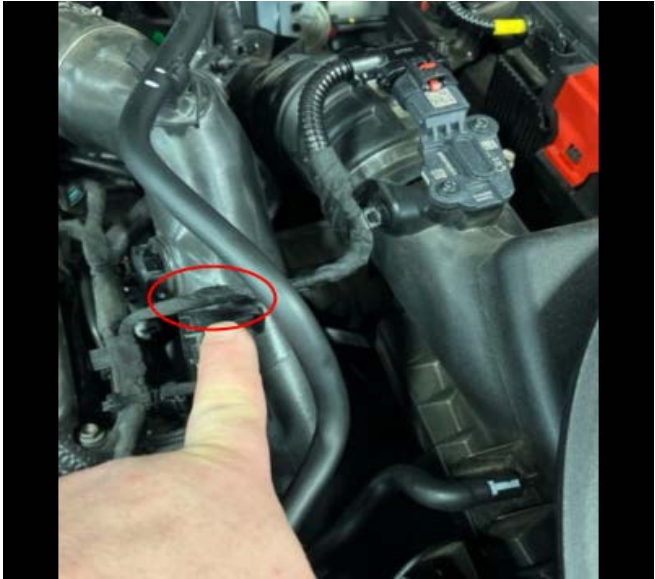
Bulletin No.: 22-NA-008

Date: November, 2022

## TECHNICAL

**Subject:** Malfunction Indicator Lamp (MIL) Illuminated, Reduced Engine Power Message on Drivers Information Center (DIC) - DTCs U060F, U1346, P0101, P0102, P1101 and/or P14B6 Set

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Buick	Encore GX	2020	2022	SOP	KL4MMDS2XPB000138		
Chevrolet	Trailblazer (VIN M)	2021					

<b>Involved Region or Country</b>	North America
<b>Condition</b>	<p>Some customers may comment on one or more of the following conditions:</p> <ul style="list-style-type: none"> <li>• MIL illuminated</li> <li>• Reduced Power displayed on DIC</li> </ul> <p>Some technicians may find one or more of the following DTCs set:</p> <ul style="list-style-type: none"> <li>• U060F</li> <li>• U1346</li> <li>• P0101</li> <li>• P0102</li> <li>• P1101</li> <li>• P14B6</li> </ul>
<b>Cause</b>	<p>This condition may be caused by a possible broken wire in the harness in circuits 492 of the multifunction sensor.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">5956039</p> <p>– The zip tie at the retainer may be pulled too tight and when the harness flexes on accelerations the wire can break at the zip tie.</p>

<b>Correction</b>	<p>Inspect the 2nd retainer back from the MAF sensor with the engine running. If the zip tie is too tight the wire may break at the zip tie during acceleration:</p> <ul style="list-style-type: none"> <li>⇒ Wiggle or pull on the harness to induce and identify a break inside the harness.</li> <li>⇒ Repair circuit using published wire to wire repair for the MULTIFUNCTION INTAKE AIR SENSOR (MAF SENSOR).</li> <li>⇒ Rewrap the wiring harness as required.</li> </ul>
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## Service Procedure

**Important:** Service agents must comply with all International, Federal, State, Provincial, and/or Local laws applicable to the activities it performs under this bulletin, including but not limited to handling, deploying, preparing, classifying, packaging, marking, labeling, and shipping dangerous goods. In the event of a conflict between the procedures set forth in this bulletin and the laws that apply to your dealership, you must follow those applicable laws.

**Note:** It is recommended to replace all the wires in the harness using the pigtail part numbers listed below.

Refer to *Wire to Wire Repair* in the Service Manual.

## Parts Information

Causal Part	Description	Part Number	Qty
N/A	CONNECTOR KIT, BODY WRG HARN	85519071 (LIH)	1
		85518225 (L3T)	

## 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
5486278*	Wire to Wire Repair at MAF Harness	1.0 hr
Add	Additional Wire Repair (As Required)	0.2 hr

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

<b>Version</b>	4
<b>Modified</b>	<p>Released January 13, 2022</p> <p>Revised March 10, 2022 - Added Note in Service Procedure section and added Parts Information section.</p> <p>Revised May 25, 2022 - Added VIN Breakpoint.</p> <p>Revised October 26, 2022 - Update the Labor Time to 1.0 hour.</p>

