



Service Bulletin

Bulletin No.: 04-07-30-013E

Date: June, 2023

INFORMATION

Subject: Automatic Transmission Shift and Engine Driveability Concerns and/or Malfunction Indicator Lamp (MIL) ON Due to Aftermarket Oil Bath Air Filter Use

Models: 2024 and Prior GM Passenger Cars and Light Duty Trucks

Attention: This bulletin also applies to any of the above models that may be Export from North America vehicles.

This bulletin has been revised to add the 2019-2024 Model Years and the Important statement. Please discard Corporate Bulletin Number 04-07-30-013D.

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.

DO THIS	DON'T DO THIS
Inspect the vehicle for an aftermarket oil bath air filter that may be excessively over oiled.	DO NOT repair or replace any MAF or MAF/IAT sensor under warranty if the Cause of the Condition is a result of the use of an oil bath air filter that is excessively over oiled resulting in contamination of the sensor.

The use of an aftermarket oil bath air filter that is excessively over oiled may result in any of the following to occur:

- The malfunction indicator lamp (MIL) may illuminate, and a diagnostic trouble code(s) DTC may set.
- The automatic transmission may shift early and/or late, slipping and/or damaged clutch(es) or band(s).

- Engine driveability concerns such as but not limited to: poor acceleration from a stop, stumble, rough idle and/or limited engine RPM range.

The oil that is used on the air filter elements may be transferred onto the Mass Air Flow (MAF) or Mass Air Flow/Intake Air Temperature (MAF/IAT) sensor resulting in contamination and poor performance.

This contamination will result in the Grams per Second (GPS) signal and/or the Hertz (Hz) frequency signal from the MAF or MAF/IAT sensor to be skewed, low or generally out of range. The Hertz and/or Grams per Second parameters on the scan tool should be compared to a like vehicle with an OEM air box and air filter under the same driving conditions to verify the cause of the concern.

- ⇒ If an aftermarket oil bath air filter is used, the Service Technician should inspect the MAF or MAF/IAT sensor element and the air induction hose for contamination of oil prior to making warranty repairs.
- ⇒ Transmission or engine driveability concerns as a result of the MAF or MAF/IAT sensor being contaminated with oil from the use of an aftermarket oil bath air filter that may be excessively over-oiled are not considered to be warrantable repair items.

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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