



Preliminary Information

PIP5826A MIL illuminated with DTC P0521

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
CHEVROLET	Trailblazer	2020 - 2021	All	All	1.2L (LIH)	All
BUICK	Encore GX	2020 - 2021	All	All	1.2L (LIH)	All

Involved Region or Country	North America
Condition	Some customers may comment that the MIL light is illuminated. A P0521 may be stored Current or in history.
Cause	This may be caused by a poor splice connection in the engine wiring harness.

Correction:

Run the engine with the hood closed to normal operating temperature.

Connect GDS2 to the vehicle and enter Module Diagnostics / Engine Control Module / Data Display / Engine Mechanical Data.

Lock GDS2 Parameter: Engine Oil Pressure in PSI.

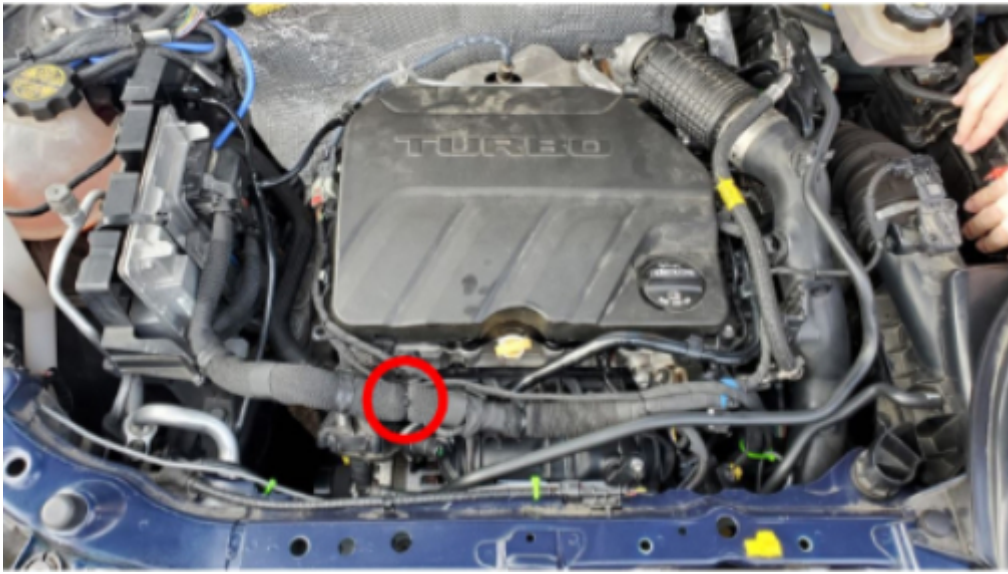
Turn the engine off and immediately press and hold the Start button to enter Service Mode.

While in service mode, monitor the Engine Oil Pressure for readings above 0.0 PSI. (You may have to close the hood and run the engine for additional time to duplicate)

Once you have duplicated the engine oil pressure showing above 0.0 PSI, open the hood and slightly bend the harness back and forth at the circled location shown below while monitoring for a pressure change.

Note: If the engine oil pressure reading moves to 0.0 PSI while manipulating the harness, the reading may not change from 0.0 PSI with additional manipulation.

A change in the engine oil pressure sensor reading either up or down in PSI, isolates the issue to the Special Splice in this location of the main engine wiring harness.



A high resistance splice in the main engine wiring harness above the EVAP Purge Pump, may cause the P0521 to set.

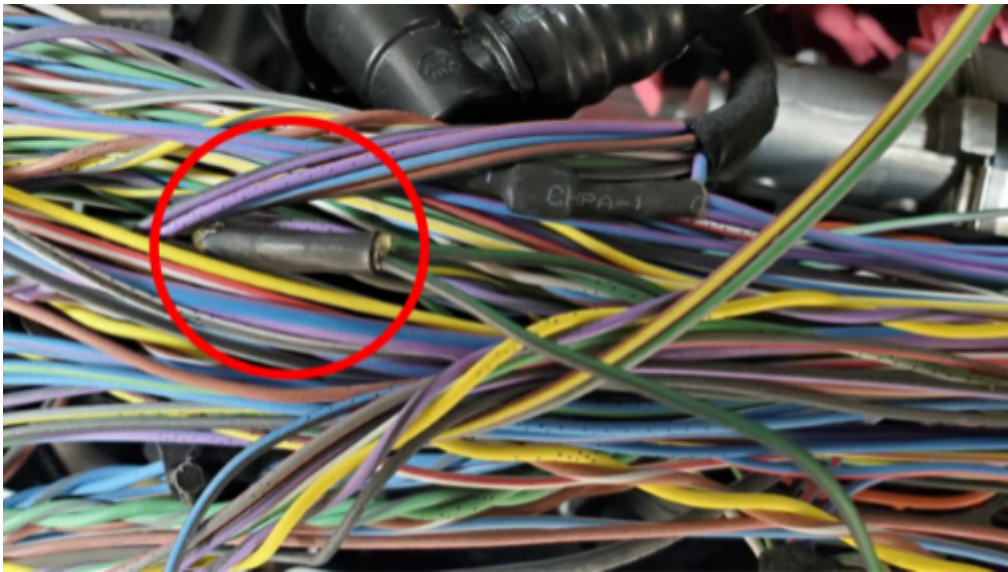
Instrument Cluster Indicators schematic Document ID# 5398310 shows only one splice for Low Reference circuit 548. (J114)

There is an additional three wire special splice that has been added to the Low Reference circuit 548 BK/GN.

This three wire special splice is located in the main branch of the engine wiring harness above the EVAP Purge Pump Assembly as shown above.

Open the engine wiring harness in the location circled above to access the three wire special splice for Low Reference circuit 548 BK/GN.

Remove the Heat Shrink and splice clip to expose all three legs of the special splice.

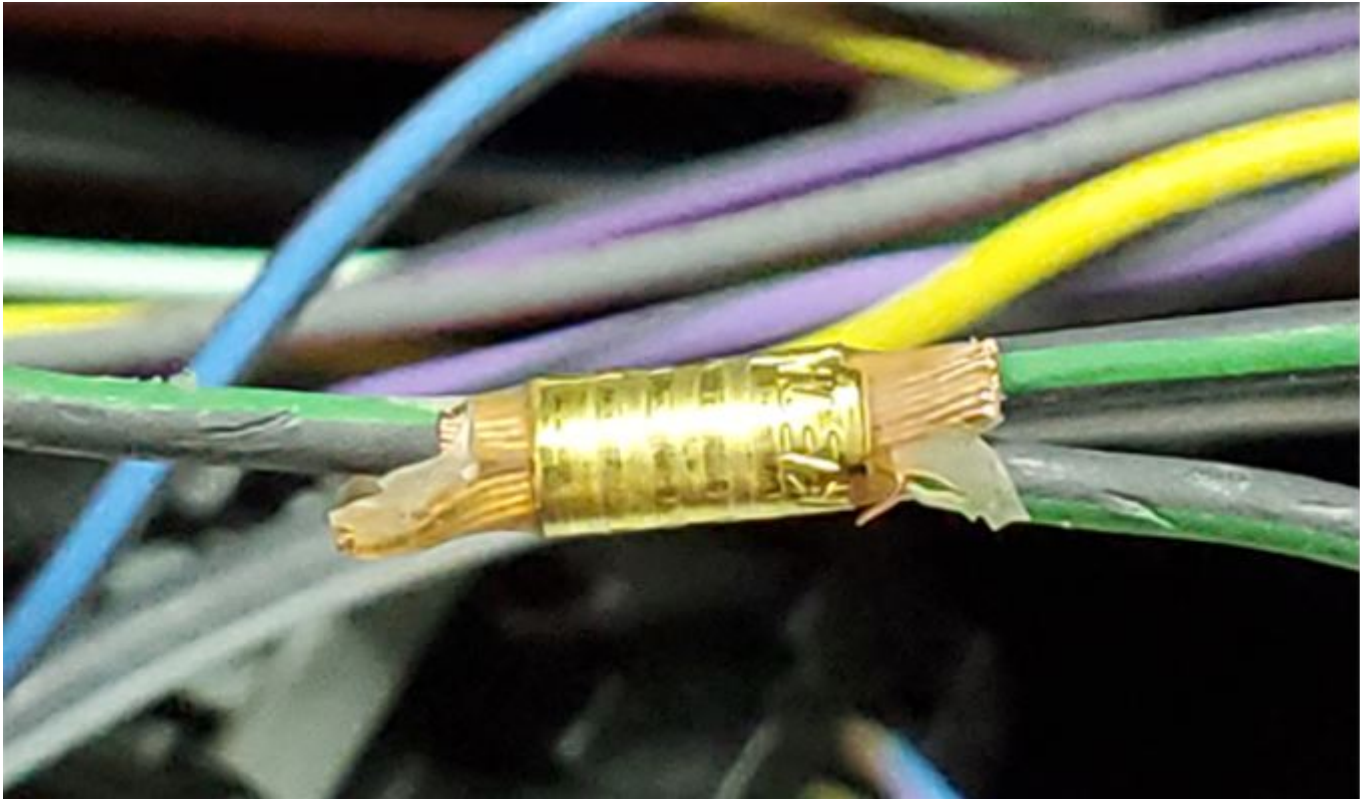
A close-up photograph of a dense bundle of multi-colored wires in the engine compartment. A red circle highlights a specific three-wire splice. The wires are in various colors including blue, yellow, green, and purple. A black plastic splice clip is visible, partially covering the wires. A label 'CHPA-1' is visible on a nearby component.

Inspect each leg for broken wire strands and correct any issues.

Slide the appropriate size heat shrink tube up one branch of the circuit.

Install a new splice clip, solder the three legs, and cover with the heat shrink.

Close the main engine wiring harness using the appropriate PET under hood tape.



NOTE: This PI will be updated or changed to a bulletin as more information becomes available

Warranty Information

For vehicles repaired under the Powertrain coverage, use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
5486268*	Splice Repair	1.0 Hr.
*This is a unique Labor Operation for Bulletin use only.		

Version History

Version	2
Modified	11/08/2021 - Created on. 11/09/2021 - To update GDS2 Verbiage



GENERAL MOTORS