



Service Bulletin

PRELIMINARY INFORMATION

Subject: Diagnosing Intermittent Low Clutch Pedal Or Pedal Drops To The Floor

Models: 2011 - 2012 Cadillac CTS-V

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition/Concern:

Some customers may comment that intermittently the clutch pedal drops to the floor or does not return all the way to the top of travel. Customer may claim that the concern happened while driving at highway speeds and not associated with any aggressive driving maneuvers. Concern will be intermittent and may be difficult for the dealer to reproduce. Concern will only be present on warm vehicles or vehicles that are at normal operating temperature.

Recommendation/Instructions:

Verify that the customer was not driving the vehicle in an aggressive manner, if the clutch is slipped there is excessive heat built up in the clutch that causes the fluid to boil and the hydraulics become less effective. Also ensure that the customer has not modified the vehicle with aftermarket exhaust especially headers as the headers do not retain heat and that heat is transferred to the clutch pipe between the master cylinder and slave cylinder also causing the fluid to boil.

If the conditions above are not present then drain, refill and bleed the clutch hydraulic system. Key points to remember when performing the above procedure.

1. The clutch pedal must remain in the full up position, using a clean bungee cord or equivalent attach one end to the clutch pedal and the other end to the steering wheel to hold the pedal up.
2. Do not disconnect any lines or components. Disconnecting the master cylinder, slave cylinder or line will not get all fluid out of those components, there are check valves at each location that the line comes off to prevent fluid loss and minimize air entering the system when components are removed for service.
3. Remove the clutch master cylinder cap and using a mity vac or suitable tool vacuum all of the fluid from the clutch master cylinder (There are several types of tools available to remove fluid). Remove as much fluid from the system as possible.
4. Refill the system using only new unopened DOT 4 clutch fluid.
5. Vacuum bleed the clutch system.
6. Adjust fluid level in the clutch master cylinder to mid-way in the sight glass.
7. Reinstall the clutch master cylinder cap.
8. Work the clutch pedal several times to ensure that all the air is removed from the system. Ensure that the clutch pedal is fully returned to the top of travel to ensure that any trapped air is allowed to escape through the master cylinder.
9. Verify clutch fluid level so if needed fresh fluid is installed now and that there would be no further need to remove the master cylinder cap.
10. On vehicles exhibiting this concern USE ONLY NEW, sealed, unopened containers of DOT4 fluid. Open containers of DOT 4 clutch fluid have a two week shelf life. DO NOT mix or re-use old fluid. Current service information already covers the issue of reuse.

Note: This PI is intended for new or low mileage vehicles that are less than 1 year old that exhibit the above condition. This PI is not intended to be used in place of maintenance schedule. See the latest version of TSB 07-07-31-001 for maintenance intervals.

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.