



Service Bulletin

PRELIMINARY INFORMATION

Subject: Pulse Fishbite Surge Feel At 30 To 50 MPH And/Or Harsh Firm Or Flare Sag On 3-4 4-5 5-6 Upshifts Above 30 MPH

Models: 2014 Chevrolet Malibu
Equipped with 2.5L engine (RPO LKW)
Equipped with 6T40 automatic transmission (RPO MNH)
Vehicles built on or before 09/03/2013

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

Condition/Concern

Some customers may comment on the following condition:

Pulse, fishbite, or surge feel at 30 to 50 mph, occurring under the following conditions:

- Transmission in 5th gear ratio
- Steady throttle position
- Transmission temperature above 55C (131F)
- Smooth road surface
- No DTCs or MIL illumination

Some customers may comment on the following condition:

Harsh firm or flare sag on upshifts above 30 mph, occurring under the following conditions:

- 3-4, 4-5, 5-6 upshifts only
- 25% to 40% throttle position
- Ambient air temperature above 21C (70F)
- No DTCs or MIL illumination

Recommendation/Instructions

If the above listed conditions have been verified, an updated software calibration has been released to address this condition.

BEFORE beginning the programming/reprogramming event, please refer to the Programming/Reprogramming Checklist section in this bulletin.

1. Verify the battery voltage is more than 12 volts but less than 16 volts before proceeding with reprogramming. The battery must be fully charged BEFORE reprogramming a control module.
2. During reprogramming, the battery voltage must be maintained within the proper range of 12-15.5 volts. CONNECT the approved Midtronics® PSC 550 Battery Maintainer (SPS Programming Support Tool (EL-49642) to the vehicle or the GR8 (EL50313) in the power supply mode. If the above recommended tools are not available, DO NOT connect a battery charger to the vehicle. CONNECT a fully charged 12V jumper or booster pack that is disconnected from the AC voltage supply.

Notice: It is essential that the TIS terminal, MDI, Tech 2® and/or Scan Tool are updated with the latest software available.

3. Verify that the devices being used are updated with the latest available software version BEFORE beginning the reprogramming event.
4. BEFORE beginning reprogramming you MUST refer to Control Module References in SI for the appropriate Programming and Setup procedures.

5. If a wireless connection will be used for reprogramming, a secure service department connection MUST be used. DO NOT use any public WiFi connection from the customer lounge.
6. Reprogram the TCM using the Service Programming System (SPS) with the latest calibrations available on TIS2WEB. Refer to the SPS procedures in SI.

Programming/Reprogramming Checklist

- Turn OFF or disable any electrical system, accessory or component that may put an additional electrical load on the vehicle battery during reprogramming
- Only program a module when you have been instructed to by Service Information (SI), a Bulletin, TAC or a Techline operator.
- You MUST refer to Control Module References in SI for the appropriate Programming and Setup procedures.
- Thoroughly review the Service Programming System (SPS) in SI BEFORE reprogramming any module.
- Some modules will require specific additional programming setup events to be performed BEFORE reprogramming. Refer to Control Module References for the appropriate Programming and Setup procedures in SI.
- Capture and record the Engine Oil Life Remaining information. Record the Engine Oil Life Remaining as a percentage (%).
- Follow all on-screen instructions in SPS. Verify that the ignition switch is in the proper position.
- If a wireless connection will be used for reprogramming, a secure service department connection MUST be used. DO NOT use any public WiFi connection from the customer lounge.
- DO NOT run other programs on the computer while reprogramming.
- Use the approved Midtronics® PSC 550 Battery Maintainer (SPS Programming Support Tool EL-49642) or the GR8 (EL50313) in the power supply mode.
- DO NOT disturb the vehicle, programming device(s) or operate any of its features during reprogramming.
- Some modules will require specific additional programming setup events to be performed AFTER reprogramming. Refer to Control Module References for the appropriate Programming and Setup procedures in SI.
- Use a Scan Tool to reset the Engine Oil Life Remaining information to the previous percentage (%) that was recorded before starting the reprogramming event.
- Verify that all DTCs are cleared after performing the reprogramming event.
- In the event of an interrupted or unsuccessful reprogramming event, document the SPS Error. DO NOT cycle the ignition. DO NOT replace the TCM. Refer to: PI0592A – Service Programming System (SPS) Errors in SI.
- If further assistance is required call Techline at 1-800-828-6860 (English) or 1-800-503-3222 (French).

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Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
2810155	Control Solenoid Valve and Transmission Control Module Assembly Reprogramming with SPS	Use Published Labor Operation Time

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.

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.

