



Service Bulletin

PRELIMINARY INFORMATION

Subject: Normal Mode Powertrain Grade Braking Feature

Models: 2013-2015 Cadillac Escalade Models
2013-2015 Chevrolet Avalanche, Silverado, Suburban, Tahoe
2013-2015 GMC Sierra, Yukon Models
Equipped with 6L80 (RPO MYC) or 6L90 (RPO MYD) Automatic Transmission

This PI was superseded to update Activation Section. Please discard PIT5202A.

Starting with the 2013 model year, Full Size Trucks and Utilities now have Powertrain Grade Braking while in Normal mode (Normal mode = Tow/Haul mode OFF), along with a new DIC message "GRADE BRAKING ON OR GRADE BRAKING ACTIVE" when it goes active for the first time. Powertrain grade braking has been available since 2009 on LD models and 2007 on HD models, but Tow/Haul mode had to be selected. This feature (powertrain grade braking) should not be confused with "Cruise Grade Braking".

For more information on Cruise Grade Braking see the owner's manual or the latest version of bulletin 08-07-30- 030.

PURPOSE

- Normal mode powertrain grade braking assists when driving on a downhill grade to help maintain desired vehicle speed by using the engine and transmission to slow the vehicle.
- Helps reduce brake temperatures and wear on the traditional braking system.

ACTIVATION

- Normal mode powertrain grade braking defaults to "ON" after each ignition key cycle.
- To disable or enable all grade braking within the current ignition key cycle, press and hold the Tow/Haul button for three seconds.
- No grade braking is available in Range Selection Mode (Manual Shift Mode).
- This feature requires the driver to apply steady brake pedal pressure to maintain desired speed while driving on a downhill grade. The vehicle's modules monitor the amount of brake pedal apply, vehicle deceleration rates, and other factors to determine if normal mode powertrain grade braking is necessary. When the feature activates for the first time that ignition cycle, the DIC will display "Grade Braking On" or "Grade Braking Active" and you will notice the transmission down shifts and engine RPM increases. At this point, if the brake pedal is released the transmission will hold the current gear. If additional engine/transmission braking is needed to help maintain desired speed, reapply steady brake pedal pressure and additional down shifts may occur.
- Normal mode powertrain grade braking will have a less aggressive transmission down shift schedule than Tow/Haul mode powertrain grade braking.
- Grade-braking can be exited by depressing the accelerator pedal.

MESSAGES (Old Body Style)

- GRADE BRAKING DISABLED: This message displays when the grade braking has been disabled with the tow/haul mode button on the end of the shift lever.
- GRADE BRAKING ENABLED: This message displays when the grade braking has been enabled with the tow/haul mode button on the end of the shift lever.
- GRADE BRAKING ON: This message displays when the grade braking has been activated while driving on downhill grades. This message will only

appear the first time the feature is activated in an ignition cycle. This message will not display if Cruise Control Grade Braking goes active

MESSAGES (New Body Style)

- GRADE BRAKING OFF: This message displays when the grade braking has been disabled with the tow/haul mode button on the end of the shift lever.
 - GRADE BRAKING ON: This message displays when the grade braking has been enabled with the tow/haul mode button on the end of the shift lever.
 - GRADE BRAKING ACTIVE: This message displays when the grade braking has been activated while driving on downhill grades. This message will only appear the first time the feature is activated in an ignition cycle. This message will not display if Cruise Control Grade Braking goes active
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