



Service Bulletin

File in Section: -

Bulletin No.: PI1344A

Date: November, 2014

PRELIMINARY INFORMATION

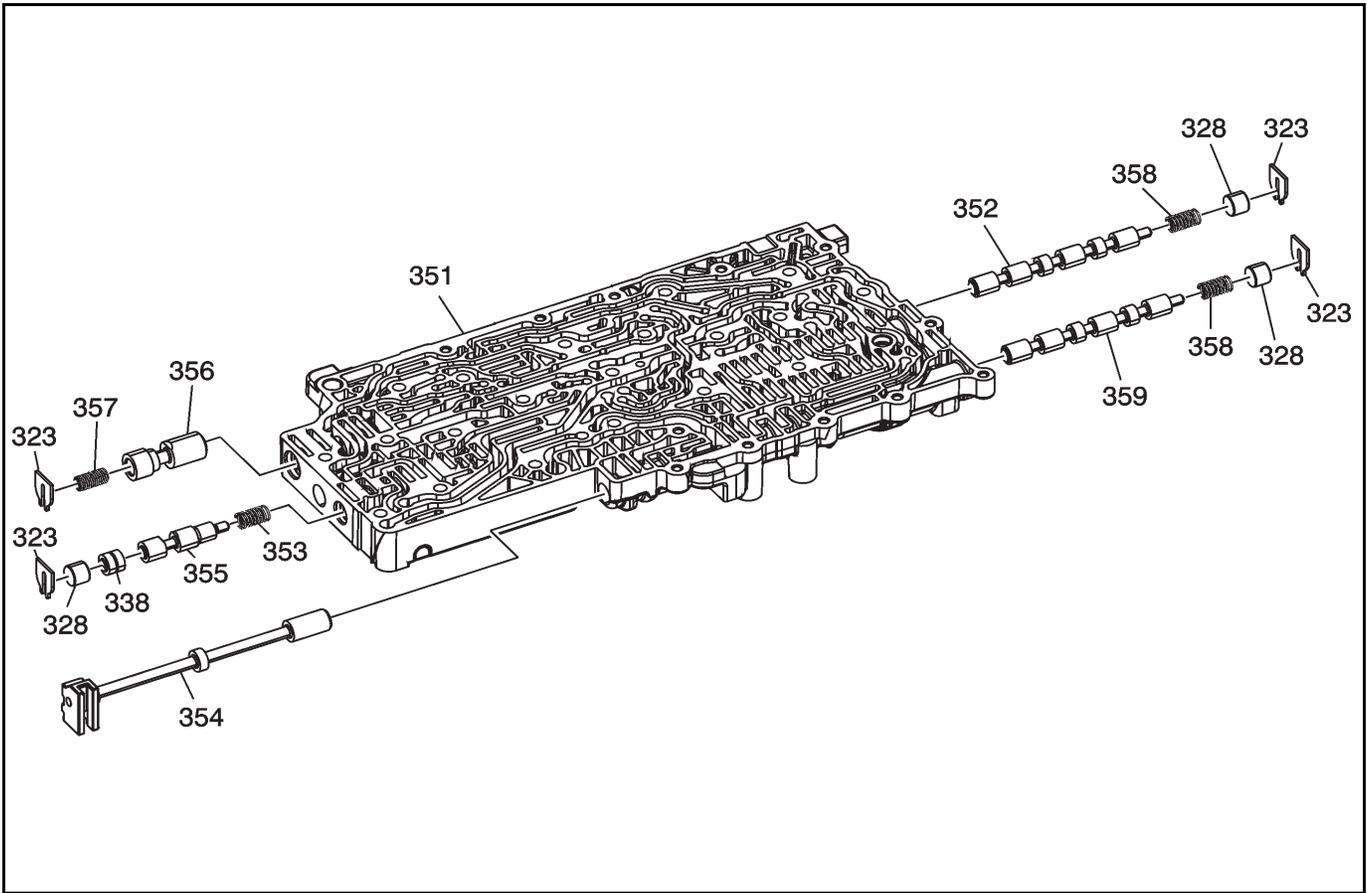
Subject: Diagnostic Tips for Reduced Acceleration at Low Speed and/or Transmission Slipping from a Launch, DTC P0751 Set

Models: 2010-2013 Cadillac Escalade EXT
2010-2015 Cadillac CTS, Escalade, Escalade ESV
2013-2015 Cadillac ATS
2010-2013 Chevrolet Avalanche
2010-2014 Chevrolet Corvette
2010-2015 Chevrolet Camaro, Express, Silverado, Suburban, Tahoe
2011-2015 Chevrolet Caprice
2014 Chevrolet SS
2015 Chevrolet Colorado
2010-2015 GMC Savana, Sierra, Yukon, Yukon XL
2015 GMC Canyon
Equipped with 6L45/50/80/90 Automatic Transmission (RPOs MYA, MYB, MYC, MYD)

This PI has been revised to include the 2015 Canyon and Colorado models.
Please discard PI1344.

Condition/Concern

Some customers may comment that the vehicle has reduced acceleration at low speed and/or transmission is slipping from a launch. Technicians may find DTC P0751 set or stored in history.



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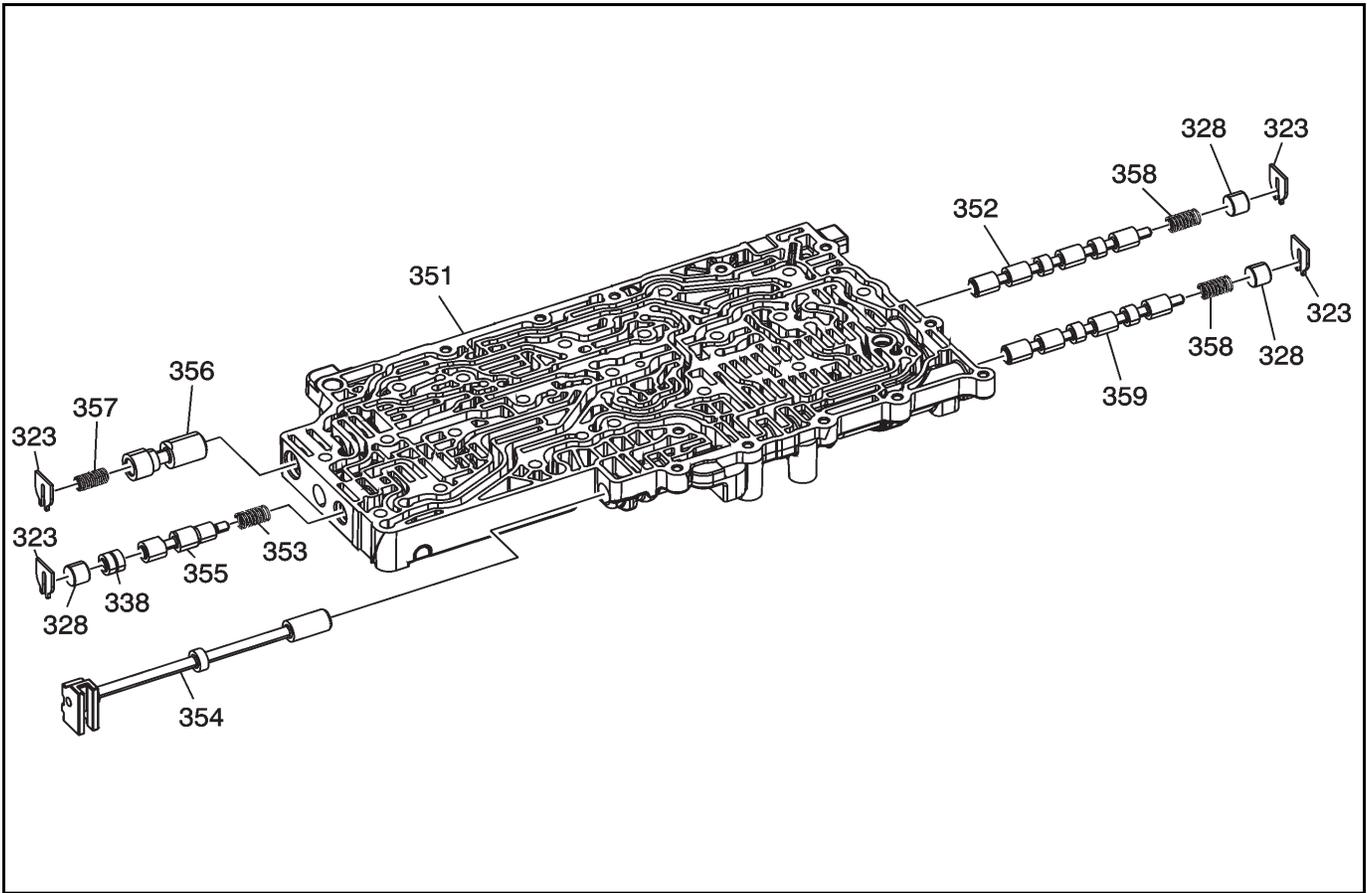
This condition may be caused by the Clutch Select Solenoid Valve 2 (359), located in the lower valve body, sticking in its bore resulting in a 4th gear start.

Note: This condition can be very intermittent and difficult to duplicate.

Recommendation/Instructions

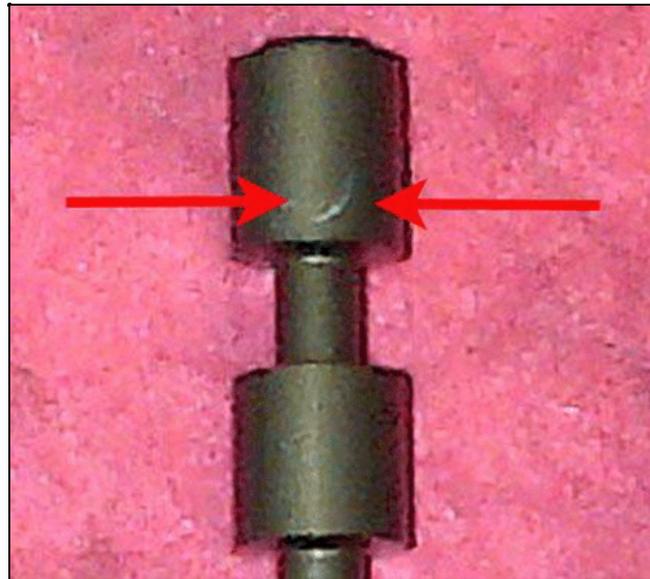
Verify the transmission fluid level and condition are correct, then follow published diagnostics for DTC P0751, Circuit/System Testing.

When performing the solenoid performance test, the solenoid that could cause this condition is PC Solenoid 2. The other solenoids will not cause this condition. The recommended shop air pressure for this test is 620.5-690.4 Kpa (90-100 psi). Higher pressures will give inaccurate results.



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During inspection of the Clutch Select Solenoid Valve 2 (359), the valve may or may not be stuck in the bore due to the valve body bolts being loosened.



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The recommended inspection procedure is to remove the valve and inspect it for any scratches on the valves. The illustration above shows an example of a valve with a scratch mark on it. If the valve is stuck in the bore or shows signs of scratching or damage, the lower valve body should be replaced.