



Service Bulletin

PRELIMINARY INFORMATION

Subject: Hesitation or 'Sag' on Acceleration After Coast (Reprogram TCM and ECM)

Models: 2012-2013 Chevrolet Impala
Equipped with 6T70 Automatic Transmission (RPO MH2, MH4)

Condition/Concern

Some customers may comment about a hesitation or a 'sag' on acceleration after a 'lift foot' or coast maneuver. This condition is most likely to occur after taking the foot off the throttle to turn a corner and then accelerating with moderate throttle. A 5-3, 4-2 or 3-2 downshift could occur and a momentary drop in engine rpm creates a drop in acceleration.

This can also be described as a "sag" in acceleration. This is caused by an engine calibration that reduces engine torque during downshifts to avoid driveline clunk also known as 'tip-in' clunk. This service calibration reduces the amount of torque reduction to provide smoother acceleration.

Recommendation/Instructions

Important: This calibration will only address hesitation or 'sag' during 5-3, 4-2 and 3-2 downshifts as described in this document. It will not address any other issues of hesitation or shift feel and should not be used in those cases. It may result in a slight increase in 'tip-in' clunk feel.

A revised calibration has been developed to address this concern. Update the transmission control module (TCM) and engine control module (ECM) using the Service Programming System (SPS) with the latest software available on TIS2WEB. Refer to the Service Programming System (SPS) procedures in SI. This is a sequential programming event.

When using a Tech 2® or a Multiple Diagnostic Interface (MDI) for reprogramming, ensure that it is updated with the latest software version.

During programming, the battery voltage must be maintained within the proper range of 12–15 volts. Only use the approved Midtronics® PSC 550 Battery Maintainer (SPS Programming Support Tool EL-49642) or equivalent during programming.

Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
K9563*	Reprogram ECM/TCM	0.4 hr
*This is a unique labor operation for bulletin use only. It will not be published in the Labor Time Guide.		

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 this information.

