Subject: Fuel Gauge Fluctuation In Park Or Neutral
Models:
2008-2015 Buick Enclave
2004-2007 Buick Rainier
2005-2007 Buick Terraza
2002-2009 Cadillac Escalade models
1999-2005 Chevrolet Astro
1998-2009 Chevrolet Blazer Classic and Trailblazer models
2004-2012 Chevrolet Colorado
2015 Chevrolet Colorado
2005-2015 Chevrolet Equinox
2001-2005 Chevrolet S10 Crew-Cab and S-10 Pick-Up models
1999-2015 Chevrolet Silverado, Silverado Classic
2000-2015 Chevrolet Tahoe, Suburban
2009-2015 Chevrolet Traverse
2005-2009 Chevrolet Uplander
2007-2015 GMC Acadia
1998-2009 GMC Envoy and Envoy Classic models
2004-2012 GMC Canyon
2015 GMC Canyon
1998-2005 GMC Jimmy Classic
1999-2005 GMC Safari
1999-2015 GMC Sierra and Sierra Classic models
2001-2005 GMC Sonoma and Sonoma Crew-Cab models
2010-2015 GMC Terrain
2000-2015 GMC Yukon models
2002-2004 Oldsmobile Bravada
1998-2001 Oldsmobile Bravada Classic
2005-2009 Pontiac Montana SV6
2006-2009 Pontiac Torrent
2007-2010 Saturn Outlook
2005-2008 Saturn Relay
2003-2009 Hummer H2 and H2 SUT models
2006-2010 Hummer H3 models

This PI was superseded to update Models. Please discard PIT3046F

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

**Condition/Concern**

Fuel gauge may be inaccurate or drops to empty (E) and the low fuel light comes on.

Further analysis may reveal that this condition is most apparent when the gauge is at or below the quarter (1/4) tank mark.

**Recommendation/Instructions**

Try to duplicate the concern by driving the vehicle a short distance in reverse and then stopping (to make fuel slosh), shifting transmission to park or neutral and then shifting to drive.

The fuel gauge will have a tendency to falsely indicate a lower fuel level than what is actually present.

The gauge will take a few minutes to show the actual fuel level. The VCM/PCM is the buffer for the fuel gauge.
It should also be noted how the vehicle is being parked (i.e. on an incline, front of veh up hill or down hill, etc..) Also note if the gauge works properly after cycling the key on level ground.

1. On an Automatic Transmission no buffering takes place when the transmission is in park or neutral. This is a NORMAL characteristic & NO repairs are necessary.

2. On a Manual Transmissions, the fuel gauge is buffered in all gears and neutral. Since the VCM/PCM has no way to know what gear it is in, there is a timer which starts to count up when the clutch is depressed. When this timer reaches its calibrated value (this value will vary), the filtering switches to the “fast” filter (no buffering). When the clutch is releases the filter then switches to the slow filter (system is buffered). This is a NORMAL characteristic & NO repairs are necessary.

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.

WE SUPPORT VOLUNTARY TECHNICIAN CERTIFICATION