



Service Bulletin

PRELIMINARY INFORMATION

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

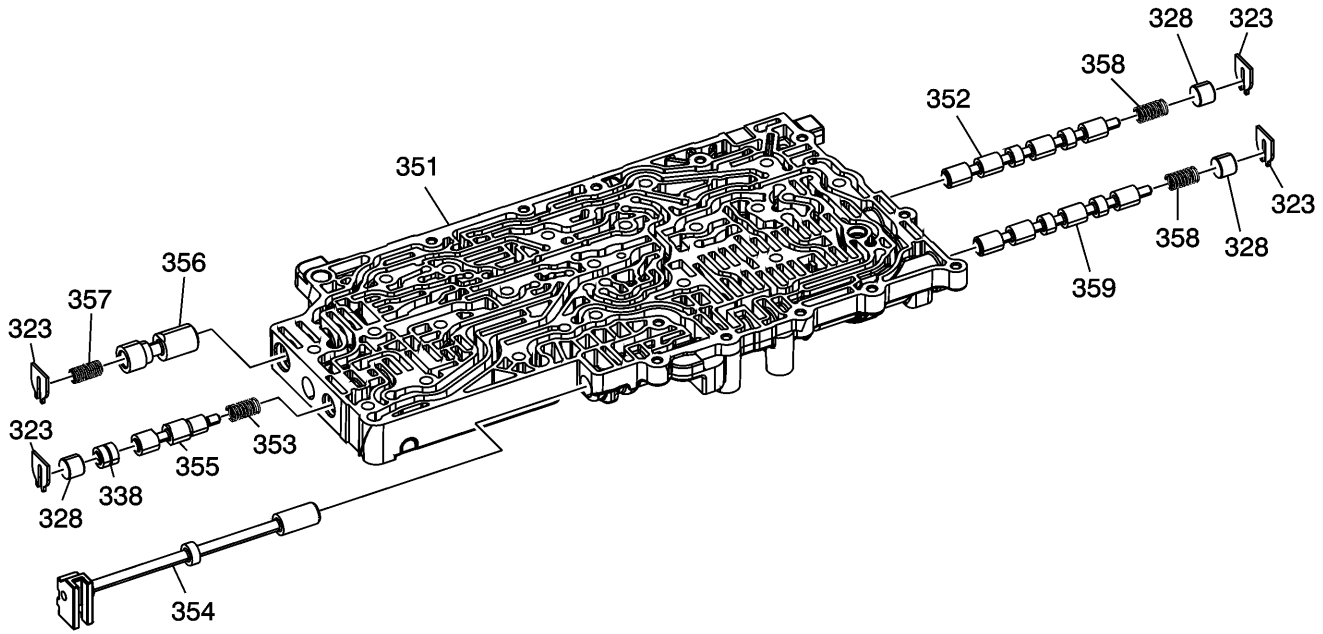
Models: 2010-2013 Cadillac Escalade EXT
2010-2015 Cadillac CTS, Escalade, Escalade ESV
2013-2015 Cadillac ATS
2010-2013 Chevrolet Avalanche
2010-2014 Chevrolet Corvette
2010-2015 Chevrolet Camaro
2010-2018 Chevrolet Silverado
2010-2019 Chevrolet Express, Suburban, Tahoe
2019 Silverado LD
2019 Silverado 1500 (New Model)
2011-2016 Chevrolet Caprice
2014-2016 Chevrolet SS
2015-2019 Chevrolet Colorado
2010-2019 GMC Savana, Yukon, Yukon XL
2010-2018 Sierra
2019 Sierra Limited
2019 Sierra 1500 (New Model)
2015-2019 GMC Canyon
Equipped with 6L45/50/80/90 Automatic Transmission (RPOs MYA, MYB, MYC, MYD)

Attention: This PI also applies to any of the above models that may be Export from North America vehicles.

This PI has been revised to add the 2017-2019 Model Years to certain truck models and add the 2019 Light Duty Pickup models. Please discard PI1344B.

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.



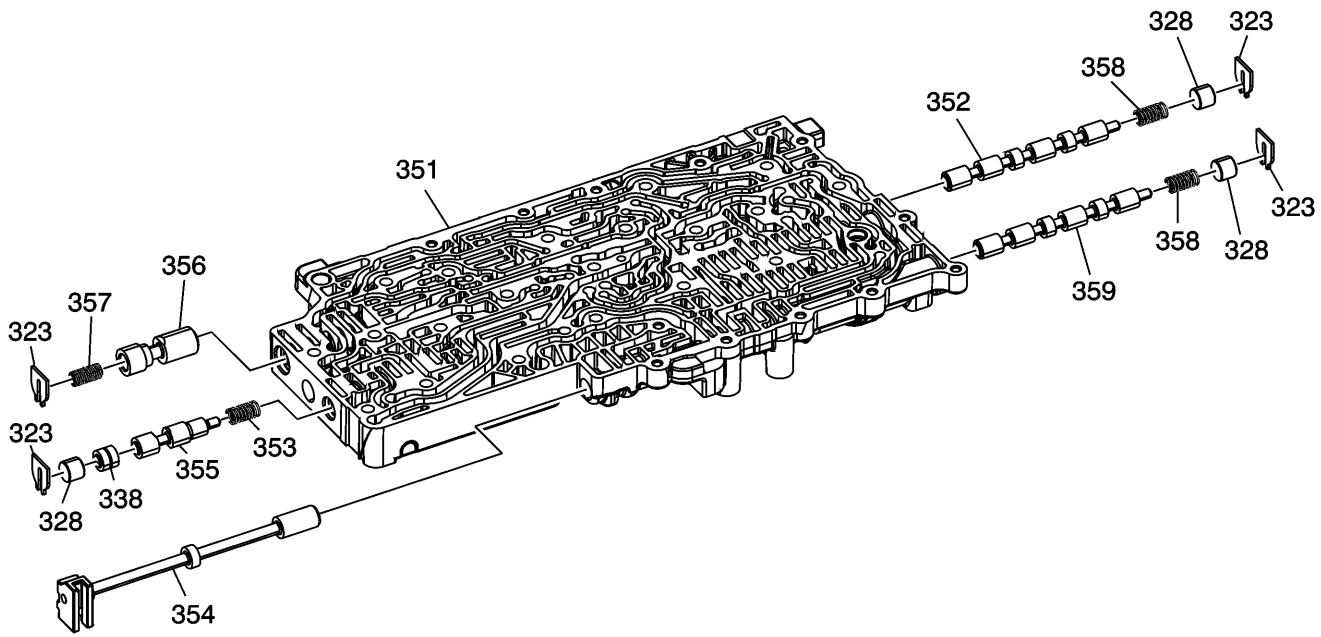
This condition may be caused by the Clutch Select Solenoid Valve 2 (359), located in the lower valve body, sticking in its bore resulting in a 4th gear start.

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

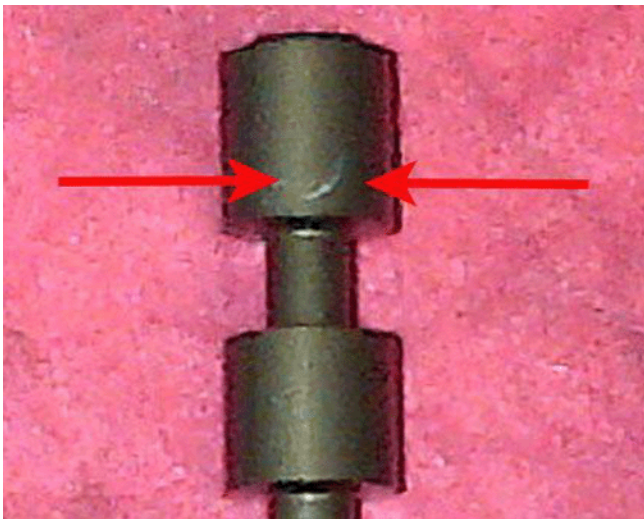
Recommendation/Instructions

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.



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.



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.

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.



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