



Preliminary Information

PIP5429A 2-3 Upshift Slip or Flare

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Cadillac	ATS	2013 - 2015	All	All	All	MYA
Cadillac	CTS Models	2008 - 2015	All	All	All	MYA MYB MYD
Cadillac	Escalade Models	2007 - 2016	All	All	All	MYC
Cadillac	SRX	2007 - 2009	All	All	All	MYB
Cadillac	STS Models	2006 - 2011	All	All	All	MYB MYC
Cadillac	XLR Models	2006 - 2009	All	All	All	MYC
Chevrolet	Avalanche	2007 - 2013	All	All	All	MYC
Chevrolet	Caprice PPV	2011 - 2017	All	All	All	MYA MYC
Chevrolet	Colorado	2015 - 2020	All	All	All	MYB
Chevrolet	Camaro	2010 - 2015	All	All	All	MYB MYC MYD
Chevrolet	Corvette	2006 - 2014	All	All	All	MYC
Chevrolet	Express	2010 - 2020	All	All	All	MYD
Chevrolet	Silverado	2014 - 2018	All	All	All	MYC MYD
Chevrolet	Silverado New Model	2019	All	All	All	MYC MYD
Chevrolet	Silverado	2020	All	All	All	MYC MYD
Chevrolet	SS	2014 - 2017	All	All	All	MYC
Chevrolet	Suburban	2007 - 2020	All	All	All	MYC
Chevrolet	Tahoe	2007 - 2020	All	All	All	MYC
GMC	Canyon	2015 - 2020	All	All	All	MYB
GMC	Savana	2010 - 2020	All	All	All	MYD
GMC	Sierra Models	2014 - 2018	All	All	All	MYC MYD
GMC	Sierra New Model	2014 - 2018	All	All	All	MYC MYD
GMC	Sierra Models	2020	All	All	All	MYC MYD
GMC	Yukon Models	2007 - 2020	All	All	All	MYC
Hummer	H2 Models	2008 - 2011	All	All	All	MYC

Involved Region or Country	NORTH AMERICA and N.A. EXPORT REGIONS
Condition	Some customers may comment on a 2-3 upshift slip or flare.
Cause	This condition is a NORMAL characteristic of the transmission, it will not cause durability concerns and no repair attempts should be made.

Service Procedure:

At this time this flare condition has been recognized in two different driving conditions:

1. During the first 2-3 upshift after the vehicle has been sitting, engine off for several hours.

This condition may be caused by air that is trapped in the 3-5-R clutch assembly.

When the first 2-3 upshift is made this trapped air is purged and the following 2-3 shifts will be normal with no flare.

When diagnosing this condition a garage shift into reverse before drive will purge this air and prevent the 2-3 flare from occurring.

This condition is a **NORMAL** characteristic of the transmission, it will not cause durability concerns and no repair attempts should be made.

Please communicate to the customer this will not impact the designed performance or reliability of the vehicle.

Please share this information with the customer, including a copy of this message.

2. When transmission ATF temperature is at or below 85 degrees F (30 degrees C).

This 2-3 upshift flare can occur until the ATF temperature warms.

If the 2-3 flare is determined to be ATF temperature sensitive use a Tech 2 or GDS2 to make note of the throttle position when the flare occurs.

Drive the vehicle to get ATF temperature to at least 104 degrees F (40 degrees C) and then make several 2-3 shifts at the throttle position determined to be the most sensitive to the 2-3 flare.

This will allow the transmission adapts to tailor the shifts and may help to eliminate the cold 2-3 flare.

This condition is a **NORMAL** characteristic of the transmission, it will not cause durability concerns and no repair attempts should be made.

Please communicate to the customer this will not impact the designed performance or reliability of the vehicle.

Please share this information with the customer, including a copy of this message.

Notice: A revised TCM calibration has been released and is available on TIS2WEB to improve this concern in 2007 vehicles equipped with the 6L90 RPO MYD automatic transmission.

Version History

Version	1
Modified	10/10/2016 - Created on. 05/08/2020 - Added Model Years.



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