



# Service Bulletin

Bulletin No.: 22-NA-185

Date: October, 2022

## INFORMATION

**Subject:** Information on 2-3 Upshift Slip or Flare

**This bulletin replaces PIP5429A. Please discard PIP5429A.**

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Cadillac	ATS	2013	2015				MYA
	CTS	2008	2015				MYA MYB MYD
	Escalade Models	2007	2016				MYC
	SRX	2007	2009				MYB
	STS Models	2006-	2011				MYB MYC
	XLR Models	2006	2009				MYC
Chevrolet	Avalanche	2007	2013				MYC
	Caprice PPV	2011	2017				MYA MYC
	Colorado	2015	2022				6L50
	Camaro	2010	2015				MYB MYC MYD
	Corvette	2006	2014				MYC
	Express	2010	2023				MYD
	Silverado	2014	2018				MYC MYD
	Silverado 1500 (New Model)	2019	2019				MYC MYD
	Silverado LD						MYC MYD
	Silverado 1500	2020	2021				MYC
	Silverado 1500 - LTD (RPO J21, VIN Digit 5 = W/Y)	2022	2022				
	Silverado 2500HD/3500HD	2019	2023				MYD
	SS	2014	2017				MYC
	Suburban	2007	2020				MYC
Tahoe	2007	2020				MYC	

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
GMC	Canyon	2015	2022				MYB
	Savana	2010	2023				MYD
	Sierra	2014	2018				MYC MYD
	Sierra 1500 (New Model)	2019	2019				MYC MYD
	Sierra Limited						MYC MYD
	Sierra 1500	2020	2021				MYC
	Sierra 1500 Limited (RPO J21, VIN Digit 5 = 8/9)	2022	2022				
	Sierra 2500HD/3500HD	2019	2023				MYD
	Yukon Models	2007	2020				MYC
Hummer	H2 Models	2008	2011	MYC			

<b>Involved Region or Country</b>	North America, MEO Middle East
<b>Condition</b>	Some customers may comment on a 2-3 upshift slip or flare.
<b>Cause</b>	This condition is a NORMAL characteristic of the transmission, it will not cause durability concerns and no repair attempts should be made.
<b>Information</b>	<p>At this time this flare condition has been recognized in two different driving conditions:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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 share this information with the customer, including a copy of this message.</li> </ol>

**Important: Service agents must comply with all International, Federal, State, Provincial, and/or Local laws applicable to the activities it performs under this bulletin, including but not limited to handling, deploying, preparing, classifying, packaging, marking, labeling, and shipping dangerous goods. In the event of a conflict between the procedures set forth in this bulletin and the laws that apply to your dealership, you must follow those applicable laws.**

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