



Bulletin No.: PIP6036B

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Preliminary Information

PIP6036B Diagnostic Aids For CVT transmissions With A Surge Or Fishbite Sensation

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Buick	Encore GX	2022 - 2025	All	All	All	MRG
Chevrolet	Equinox	2025	All	All	All	MRQ
Chevrolet	Malibu	2022 - 2025	All	All	All	MRG
Chevrolet	Trailblazer	2022 - 2025	All	All	All	MRG
GMC	Terrain	2025	All	All	All	MRQ

Involved Region or Country	North America
Condition	Shudder/Fishbite feel under load.
Cause	Incorrect values learned in shift adapts.

Correction:

Some Customers may comment on a Shudder, Surge or Fishbite feeling.

This concern may have worsened over time.

This concern can feel like a single cylinder misfire, and is most often felt under load and partial throttle between 1500 - 3000 RPM.

If this concern is found and there is no evidence of a misfire or Torque Converter Clutch (TCC) concern it is likely caused by incorrectly learned transmission pressure adapts.

Note: A TCC Shudder is highly unlikely on this transmission due to how we control this torque converter.

To Correct this concern, using GDS2 reset the transmission pressure adapts and perform the following drive cycle to learn the transmission

CVT Learn Drive Cycle

Cold Garage Shifts

Start the vehicle cold and perform the following Garage Shift Procedure with approximately 1-second pause in each state:

Park to Drive, Drive to Park

Park to Reverse, Reverse to Park

Park to Drive, Drive to Reverse, Reverse to Drive, Drive to Park

Warm-Up / Garage Shifts

Drive the vehicle normally for 5-10 minutes, then stop and perform the Garage Shift Procedure. Repeat normal driving for another 5-10 minutes and perform the Garage Shift Procedure again until the vehicle reaches regular operating temperature.

Note: Clutch slip learns will not complete if the transmission fluid temperature is too low .

Steady-State Driving

Once warmed up, drive the vehicle at the following steady-state speeds for approximately 5-10 minutes each. If learn bumps are felt, you can proceed to the next speed once the bumps stop (do not use cruise control; just hold a constant pedal around the target speed):

~30 miles per hour: Note how many bumps were felt and/or how long it took for the bumps to stop.

~40 miles per hour: Note how many bumps were felt and/or how long it took for the bumps to stop.

~55 miles per hour: Note how many bumps were felt and/or how long it took for the bumps to stop.

Garage Shifts / ECM/TCM Sleep

After completing all three speeds, park the vehicle and perform the Garage Shift Procedure, then shut the vehicle down and allow the ECM/TCM to go to sleep.

Turn the key off, open and close the driver's door, and wait for the dome and dash lights to go out (approximately 3-5 minutes). This sleep procedure allows the clutch slip learns from this drive cycle to be stored in permanent memory.

Repeat

After the vehicle has gone to sleep, open the driver's door, start the vehicle, and repeat steps 2 and 3 two more times. This will result in a total of three learn cycles at the three speeds, with ECM/TCM sleep in between.

Note: Step 2 may not be necessary to repeat if the vehicle is still at normal operating temperature.

Final Check

Test drive the vehicle, performing garage shifts and steady-state driving to confirm the issue(s) have been resolved.

Document and communicate findings from the final check.


Warranty Information

For vehicles repaired under the Powertrain coverage, use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
* 8486528	Transmission Characterization	0.8 hrs
*This is a unique Labor Operation for Bulletin use only.		

Version History

Version	3
Modified	01/08/2025 - Created on. 04/02/2025 - Updated to add Labor Operation 05/08/2025 - Updated to include Drive Cycle, Labor Time and add new models

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