



Bulletin No.: PIP6060
Published date: 05/12/2025

Preliminary Information

PIP6060 Diagnostic Aids for 8-Speed transmissions with Shudder or Surge while driving on highway

Models

Brand:	Model:	Model Years:	VIN: from to	Engine:	Transmissions:
Chevrolet	Silverado	2023 - 2025	All	All L3B	8L80 8L90
Chevrolet	Colorado	2023 - 2025	All	All L3B	8L45 8L90
GMC	Sierra	2023 - 2025	All	All L3B	8L80 8L90
GMC	Canyon	2023 - 2025	All	All L3B	8L45 8L90

Involved Region or Country	North America
Condition	Customer may complain of a surge or shudder concern under light throttle during highway driving
Cause	This may be caused by a potential engine concern

Correction:

Some Customers may complain of a shudder or surge concern under light throttle during highway driving

Please refer to Torque Converter Diagnostics in SI to verify this is not a transmission related concern

If the a concern is not isolated with converter diagnostics inspect the HO2S Sensor 1 (Pre-Catalyst) Lambda and STFT (Short Term Fuel Trim) for rapid fluctuations

See the GDS2 examples below

Suspect HO2S Sensor 1 values



Known Good HO2S Sensor 1 values



If a concern is suspected with the Oxygen sensor, or DTC P064D is setting please inspect for the following conditions

Condition 1

Using GDS2 monitor Engine Evap Data

Look at the Purge Valve when the concern is present

If the condition is present when the Purge Valve is active inspect the EVAP Cannister for evidence of fuel intrusion, by removing the cannister and checking for evidence of liquid fuel, or compare the weight of the suspect cannister with a like vehicle or a new component

A saturated cannister will weigh significantly more than one that has not been compromised

There have been instances of the customer overfilling the fuel tank and filling the EVAP cannister with fuel

When this happens it allows fuel to be ingested by the engine causing this concern if this is found replace the EVAP Cannister and re-evaluate the concern

Condition 2

There have been instances of the Engine Wiring Harness being shorted on the Fuel Injector circuits

When this happens it can cause an intermittent surge or shudder feel

This can happen WITHOUT setting injector control circuit DTC'S

The short may only happen momentarily and not set an injector concern

If the concern has not been isolated with the above conditions please refer to Bulletin 21-NA-149 for wire harness chaffing on the Full Size trucks

On the Colorado/Canyon, inspect the harness near the turbocharger bracket, along the back of the cylinder head, and any pinch points

Note: Often the conduit and the Woven Polyester Electrical Tape (PET) will not show evidence of damage around pinch points, however upon opening the harness in a suspected area wire chaffing may be present

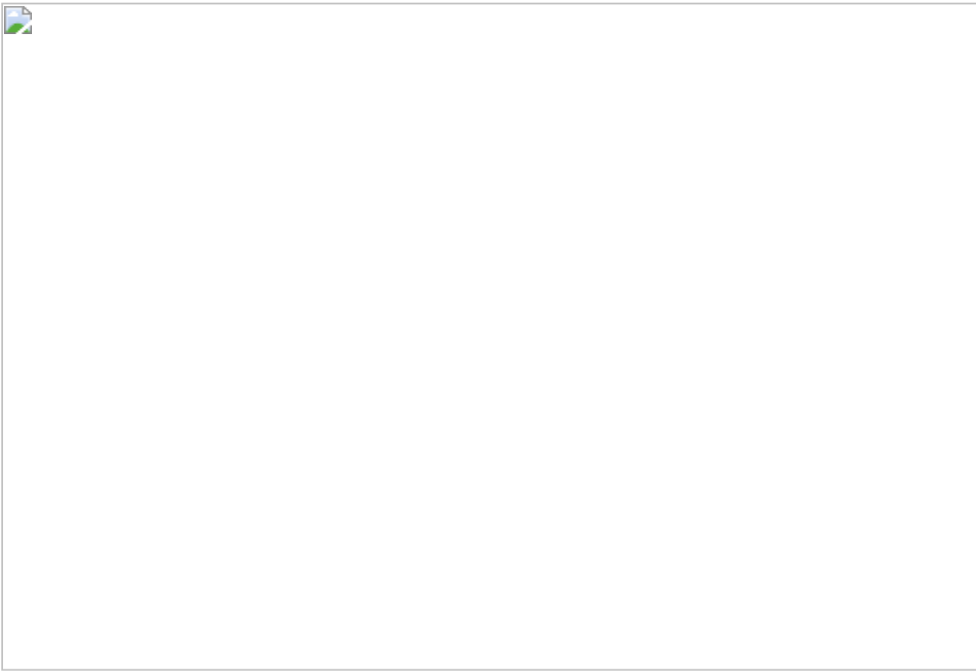
Condition 3

If none of the above are seen, verify the crankcase pressure using a water Manometer or the gauge on the GE-41413 can be used

It should read -6 to -8 inH2O at a warm curb idle, on snap throttle it should not be positive or more negative than -12 inH2O

If excessive crankcase vacuum or pressure is seen, or there is evidence of oil consumption inspect for a damaged fine oil separator for damaged internal valves or the valves not fully seating.

The Fine Oil Separator is located on the back of the cylinder head NOT the camshaft carrier please refer to the pictures below



If a damaged fine oil separator is found verify there is not a mechanical concern with the engine

If no mechanical concern exists then replace the fine oil separator and re-evaluate

If none of the above concerns are found or P064D is set please replace the HO2S Sensor 1 (Pre-Catalyst) sensor and re-evaluate the concern


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
8481098	Roadtest and Diagnostic Testing	0.8 Hr.
*This is a unique Labor Operation for Bulletin use only.		

Version History

Version	1
Modified	05/12/2025 - Created on.

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