



Service Bulletin

Bulletin No.: PIP6110

Date: April, 2026

PRELIMINARY INFORMATION

Subject: 10L1000 Lack Of Power / DTC P054F

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Silverado 2500/3500H D	2026		ALL	ALL	L5P	MGM MGU
GMC	Sierra 2500/3500H D	2026		ALL	ALL	L5P	MGM MGU

Involved Region or Country	North America
Condition	Some customers may comment that they are experiencing a check engine light, lack of power or sluggish when accelerating from a stop, slips, elevated transmission temperatures, an engine idle surge or rough idle while stopped in gear with the driver foot on the brake pedal.
Cause	Engine and transmission performance will be normal once the vehicle is moving. Diagnosis may reveal Engine DTC P054F Idle Control - Fuel Quantity Higher Than Expected. Monitoring GDS2 data may show engine load 30% or higher when the transmission is in gear stopped with the brake pedal applied. You may find a broken stator shaft/splines upon removal of the torque converter

Correction

If the stator shaft spline is found to be broken, please open a Technical Assistance Center (TAC) case following the instructions below. Please attach a photo of the broken spline piece with the spline facing upward. Once submitted, TAC will request a Field Service Engineer (FSE) to inspect the vehicle and assist with completing the required testing. The results will then be provided to the Brand Quality Manager and Engineering.

U.S. Dealers: Please contact GM Technical assistance (TAC) by initiating TAC CXC (CX Connect) Case in Global Connect, click on "New TAC Case" found on the Technical Assistance tab.

Canadian Dealers: Call 1-800-263-7740 for English or 1-800-263-7960 for French.

TAC Notes for FSE:

FSE to inspect the following.

- Check the torque converter hub for burrs, bent or type of damage
- Check the engine crankshaft torque converter pilot for burrs, witness marks or any type of damage.
- Check the flywheel/flex plate for any cracks or improper mounting at the torque converter to flex plate connection points and flywheel/flex plate mounting to crank shaft
- Check condition of the dowel alignment holes on the transmission bellhousing
- Check the Torque Converter/Transmission adapter on the engine.
- Check for proper mounting to the engine block
- Check the alignment dowels for being present, seated, and straight

- Check the thread inserts for being tight in the adapter and flush or below the mating surface

FSE to take the following measurements.

- Crankshaft torque converter pilot inner diameter
- Torque converter hub pilot outer diameter
- Alignment dowel diameter on torque converter housing
- Alignment dowel inner diameter on transmission bellhousing

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