



Service Bulletin

Bulletin No.: PIP6060A

Date: July, 2026

PRELIMINARY INFORMATION

Subject: Diagnostic Aids For 8-Speed Transmissions With Shudder or Surge While Driving On Highway

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Silverado	2023-2026		All	All	L3B	8L80 8L90
Chevrolet	Colorado	2023-2026		All	All	L3B	8L45 8L90
GMC	Sierra	2023-2026		All	All	L3B	8L80 8L90
GMC	Canyon	2023-2026		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 concern with the Position 1 Heated Oxygen Sensor.

Correction

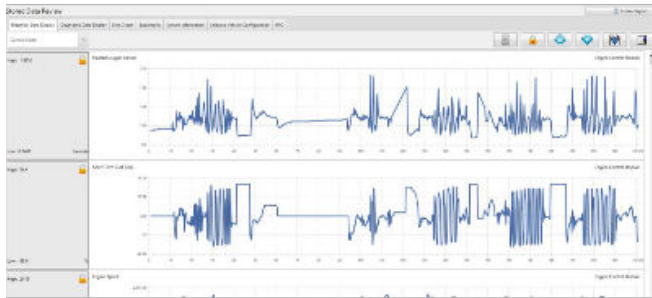
Some Customers may complain of a shudder or surge concern under light throttle during highway driving.

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.

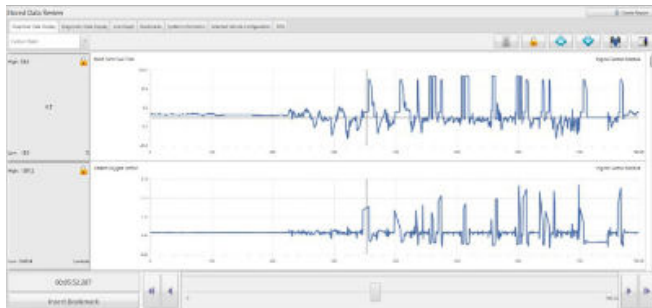
See the GDS2 examples below.

Suspect HO2S Sensor 1



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Known Good HO2S Sensor 1



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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 DTCS.

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.

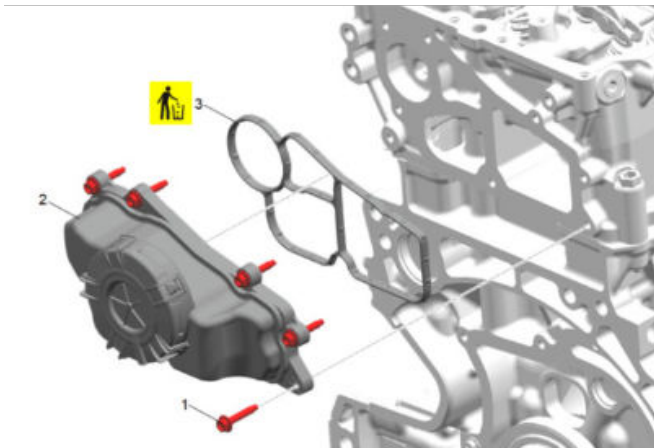
Condition 3

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.

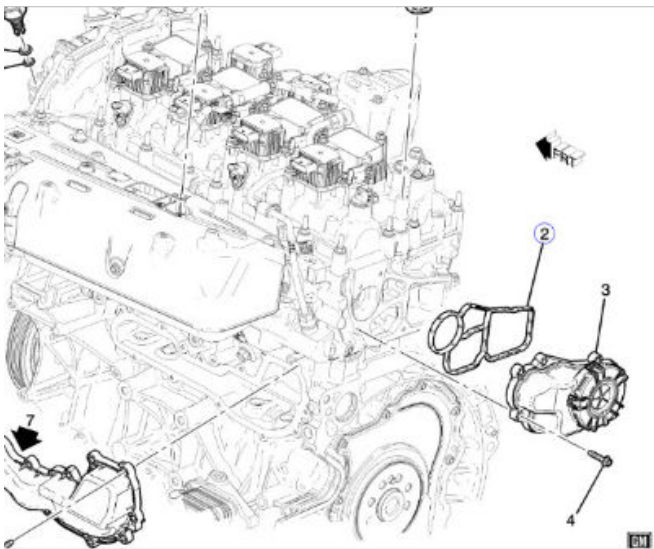
It should read -6 to -8 inH₂O at a warm curb idle, on snap throttle it should not be positive or more negative than -12 inH₂O.

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



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

Version	2
Modified	05/12/2025 Created on 07/24/2026 Updated to include the 2026 model year.

