2006 - 2009 Cadillac XLR - XLR-V: Service Bulletin: #PIP5429: 2-3 Upshift Slip or Flare - (Oct 10, 2016)

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Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Cadillac	ATS	2013	2015	All	All	All	6L45
Cadillac	CTS-V	2010	2015	All	All	All	6L90
Cadillac	SRX	2007	2009	All	All	All	6L50
Cadillac	XLR, XLR-V	2006	2009	All	All	All	6L80
Chevrolet	Caprice PPV	2011	2016	All	All	All	6L45, 6L80
Chevrolet	Colorado	2015	2017	All	All	All	6L50
Chevrolet	Corvette	2006	2014	All	All	All	6L80
Chevrolet	Silverado	2007	2017	All	All	All	6L80, 6L90
Chevrolet	SS	2014	2017	All	All	All	6L80

GMC	Canyon	2013	2017	All	All	All	6L50
GMC	Sierra, Sierra Denali,	2007	2017	All	All	All	6L80, 6L90
Hummer	H2, H2 SUT	2008	2011	All	All	All	6L80

Involved Region or Country	NORTH AMERICA and N.A. EXPORT REGIONS
Additional RPO/s:	N/A
Condition	Some customers may comment on a 2-3 upshift slip or flare.
Cause	This condition is a NORMAL characteristic of the transmission, it will not cause durability concerns and no repair attempts should be made.

Service Procedure:

At this time this flare condition has been recognized in two different driving conditions:

1. 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.

2. 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 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.

Notice: A revised TCM calibration has been released and is available on TIS2WEB to improve this concern in 2007 vehicles equipped with the 6L90 RPO MYD automatic transmission

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