



Preliminary Information

PIP4751G Hybrid Drivability Concerns Jerk Bump Or Surge At Low Speeds

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Cadillac	Escalade	2009 - 2011	All	All	LFA	M99 2ML70
Chevrolet	Tahoe	2008 - 2011	All	All	LFA	M99 2ML70
Chevrolet	Silverado	2009 - 2011	All	All	LFA	M99 2ML70
GMC	Yukon	2008 - 2011	All	All	LFA	M99 2ML70
GMC	Sierra	2009 - 2011	All	All	LFA	M99 2ML70

Supersession Statement

This PI was superseded to RPO Code. Please discard PIP4751F.

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition / Concern

Customers may comment on either of two drivability concerns associated with this PI. Bumps, jerks, and/or surges caused by the aux pump which occur during a transition into, out of, or during an Auto Stop, as observed on the tachometer.

1. A lull (clutch slipping) followed by a kick (clutch grabbing) during acceleration while in an Auto Stop or during a transition to Engine on. This condition typically occurs just before an engine restart is observed on the tachometer.
2. Surge or lunge during deceleration below 25 mph (40 kph) with light to moderate braking. This typically occurs after the tachometer drops below idle speed to enter an Auto Stop. These concerns may be caused by an auxiliary transmission fluid pump concern or a slipping clutch within the transmission.
Note: There may also be audible indications of electric motor speed increases and clicking noises associated with the auxiliary transmission fluid pump stall
3. Technicians may find DTC P0C2B set in the HPCM while attempt to diagnose the vehicle for a no crank condition. If the vehicle has experienced a no-crank condition, it is possible for the transmission aux pump diagnostic P0C2B to set if the key is held in the crank position for an extended time.

Recommendations / Instructions

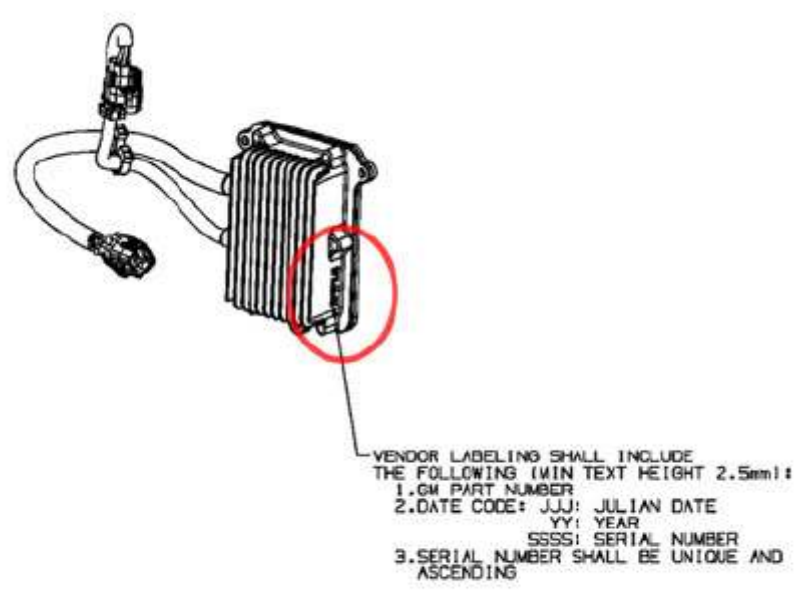
A customer concern matching that which is described in this PI, is often accompanied by one or more of the following DTC's: P2797, P0C2B, or P079A.

However, due to the intermittent nature of such complaints there may be no DTC's set and reproducing the complaint can be difficult.

The information in this document as well as referenced diagnostic procedures will provide specific steps for identifying, root causing, and correcting a failure of this type.

Note: The P0C2B will not prevent the vehicle from starting. First diagnose all other DTC's causing the no start condition, then retest for P0C2B once the vehicle is running.

- 1) Check all vehicle modules and address any DTCs that may be present except for P2797 or P0C2B.
- 2) Once other DTCs have been addressed obtain the date code off of the auxiliary transmission fluid pump control module as indicated in the figure below.



3) DTC P0C2B sets when the hybrid powertrain control module has not detected an auxiliary transmission fluid pump control module diagnostic signal for at least 1.5 seconds. This DTC being set with or without a P2797 is not likely caused by the auxiliary transmission fluid pump,

Important: DO NOT REPLACE THE PUMP if DTC P0C2B is set current or history with or without other DTC's.

- 4) If the P2797 and/or P0C2B procedures do not identify either the auxiliary transmission fluid pump control module or auxiliary transmission fluid pump fault and the complaint is re-produced during those test procedures, inspect the “Hybrid Low, 1-2 clutch” assembly. (concerns relating to the “Hybrid Low, 1-2 clutch” assembly, typically manifest as a P079A DTC, but may not set the DTC).
- 5) If the customer concern does not re-produce, the “Hybrid Low, 1-2 clutch” assembly is operating normally and the control module has a Date Code of 089-11-XXXX or older, replace the auxiliary transmission fluid pump control module.

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.

