



File in Section: -

Bulletin No.: PIP4112N

Date: January, 2014

# Service Bulletin

## PRELIMINARY INFORMATION

**Subject:** Normal Characteristic - Sag Or Hesitation On Acceleration

**Models:** 2008-2014 Buick Enclave  
2010-2014 Buick LaCrosse  
2011-2014 Buick Regal  
2012-2014 Buick Verano  
2013-2014 Buick Encore  
2006-2009 Cadillac XLR, XLR-V  
2006-2011 Cadillac STS, STS-V  
2007-2014 Cadillac Escalade, Escalade EXT, Escalade ESV, SRX  
2008-2014 Cadillac CTS  
2013-2014 Cadillac ATS, XTS  
2006-2014 Chevrolet Corvette  
2007-2013 Chevrolet Avalanche  
2007-2014 Chevrolet Silverado, Suburban, Tahoe  
2008-2014 Chevrolet Equinox, Malibu  
2009-2014 Chevrolet Traverse  
2010-2014 Chevrolet Camaro, Cruze, Express  
2011-2014 Chevrolet Caprice  
2012-2014 Chevrolet Captiva Sport, Impala, Orlando, Sonic  
2013-2014 Chevrolet Trax  
2014 Chevrolet SS  
2007-2014 GMC Sierra, Yukon, Yukon XL  
2008-2014 GMC Acadia  
2009-2014 GMC Terrain  
2010-2014 GMC Savana  
2008-2011 HUMMER H2  
2007-2010 Pontiac G6  
2008-2009 Pontiac G8  
2008-2009 Pontiac Torrent  
2007-2009 Saturn Aura  
2008-2010 Saturn Outlook, Vue  
Equipped With a Gasoline Engine and Automatic Transmission

**This PI was superseded to update model list. Please discard PIP4112M.**

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

### Condition/Concern

Some customers may comment on a sag or hesitation when accelerating under the following conditions:

When coasting with a closed throttle and then aggressively applying the throttle. Examples of this maneuver include a rolling stop or a lane change maneuver. In this type of maneuver, even though the accelerator is applied aggressively, the throttle blade is opened slowly for up to 0.7 seconds to help minimize drive-line lash and clunking.

Also in a vehicle equipped with a six speed automatic transmission when making a hard, complete stop with a closed throttle, immediately followed by an aggressive throttle opening the transmission down-shifts may not be completed by the time the throttle is opened. As a result approximately 0.5 seconds of "zero" torque may be commanded to allow the shift to first gear to occur.

### **Recommendation/Instructions**

Both of the above conditions are a result of Torque Management and both of these conditions should be considered normal and no repairs should be attempted.

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.

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