



Service Bulletin

File in Section: -

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PRELIMINARY INFORMATION

Subject: Diagnostic Tips for DTC P0776, Slips in or No Reverse, Third, Fifth

Models: 2012 Buick LaCrosse, Regal, Verano
 2012 Chevrolet Captiva Sport, Cruze, Equinox, Malibu, Orlando, Sonic
 2012 GMC Terrain
 Equipped with 6T30, 6T40, 6T45, 6T50 Automatic Transmission (RPOs MHC, MHH, MH7, MH8, MH9)

Condition/Concern

Some customers may comment on any of the following conditions:

- Slip when reverse is selected or no reverse
- Slip or flare when shifting into 3rd gear or no 3rd gear
- Slip or flare when shifting into 5th gear or no 5th gear
- MIL illuminated, DTC P0776 is found as an active or a history code in the TCM

Recommendation/Instructions

Follow SI diagnostics for DTC P0776. Select the appropriate Gen 1 or Gen 2 diagnostics based on the following detail.

The following vehicles use Gen 1 controls:

- 2012 Chevrolet Captiva Sport equipped with 3.0L (LFW)
- 2012 Chevrolet Cruze equipped with 1.8L (LUW)
- 2012 Chevrolet Sonic equipped with 1.8L (LUW)
- 2012 Chevrolet Orlando
- The Control Solenoid Valve and Transmission Control Module Assembly Solenoid (TEHCM) Performance Test is not functional on Gen 1 controls.
 - 5.1. Inspect the valve body as detailed in SI.
 - 5.2. Inspect the pump as detailed in SI.
 - 5.3. Inspect the 3-5-R housing as detailed in SI.
 - 5.4. Inspect the 3-5-R clutch piston for cut or damaged sealing lips.
 - 5.5. If the cause of the condition is not found in the items above, replace the TEHCM. Do not replace the TEHCM before visually inspecting the 3-5-R clutch and piston.

The following vehicles use Gen 2 controls:

- 2012 Buick LaCrosse, Regal, Verano
- 2012 Chevrolet Captiva Sport equipped with 2.4L (LEA)
- 2012 Chevrolet Cruze equipped with 1.4L (LUJ)
- 2012 Chevrolet Equinox, Malibu
- 2012 GMC Terrain
- The Control Solenoid Valve and Transmission Control Module Assembly Solenoid (TEHCM) Performance Test is functional and must be used on these vehicles as part of proper diagnosis.
- Follow SI diagnostics as detailed.

Important: Important: For all vehicles, do not rely on an air check of the 3-5-R clutch through the case oil feed ports as a reliable diagnostic test. Air testing through the case has been found to frequently lead to incorrect diagnosis of the 3-5-R clutch piston condition. The only reliable method of diagnosing the condition of the 3-5-R clutch piston is transmission disassembly and visual inspection of the piston.