



Service Bulletin

Bulletin No.: 23-NA-197

Date: June, 2024

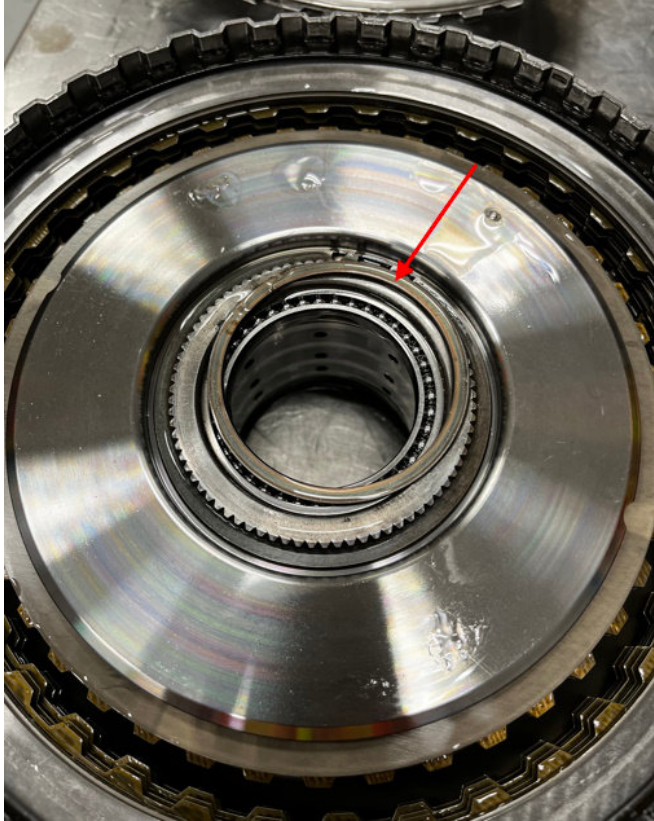
TECHNICAL

Subject: Noise from Transmission Area, Malfunction Indicator Lamp (MIL) Illuminated – Multiple DTCs Set

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Corvette	2020	2024	—	—	—	M1L, M1M

Involved Region or Country	North America, Europe, Middle East, Israel, Japan, Thailand, Australia/New Zealand
Condition	<p>Some customers may comment on a noise from transmission area. Some customers may also comment on a MIL illuminated. Technicians may find multiple DTCs set in the Transmission Control Module: Note: If P1955 and P0867 are set, refer to 23-NA-139.</p> <ul style="list-style-type: none"> • P0562 • P0746 • P0747 • P0776 • P0777 • P0796 • P0797 • P08C4 • P08C5 • P0868 • P0869 • P1789 • P18E7 • P1950 • P1956 • P1957 • P1958 • P1959 • P1960 • P1961 • P1962 • P1963 • P1966 • P27BA • P27B9 • P27C2 • P27CA

- P27C1
- P27C9
- P27D1
- P27D2
- P2714
- P2715
- P2723
- P2724
- P2808
- P2809
- P2817
- P2818
- P282A
- P2829
- P2853
- P2854
- P2855
- P2856
- U0101
- U0402

<p>Cause</p>	 <p>This condition may be caused by a dislodged snap ring in the direct clutch assembly. 6444881</p> <ul style="list-style-type: none"> - One or more pressure DTCs may set due to the valves sticking in the Main Control Valve (MCV) Body, due to debris. - The direct clutch can contact the fluid tubes, stator shaft and/or the transmission housing.
<p>Correction</p>	<p>Note: Before proceeding, refer to bulletin 23-NA-176 to check the park position with GDS for the measurement that would fail the transmission. Refer to the Service Procedure below.</p>

Important: Service agents must comply with all International, Federal, State, Provincial, and/or Local laws applicable to the activities it performs under this bulletin, including but not limited to handling, deploying, preparing, classifying, packaging, marking, labeling, and shipping dangerous goods. In the event of a conflict between the procedures set forth in this bulletin and the laws that apply to your dealership, you must follow those applicable laws.

Service Procedure

A) Vehicle comes into dealer with noise from bell housing area that follows engine RPM and can be duplicated without vehicle movement:

1. Verify that the vehicle has the latest TCM calibrations/update.
2. Follow Service Bulletin # 21-NA-049, create TAC case and attach the PICO file. (In Canada call TAC 1-800-263-7740)
3. Verify park position following Bulletin # 23-NA-176.
4. Contact TAC agent for further direction.

B) Vehicle comes into dealer with noise from the bell housing area that follows engine RPM and can be duplicated without vehicle movement and MIL illuminated (pressure DTCs only):

1. Verify that the vehicle has the latest TCM calibrations/update.
2. Perform the *Transmission Service Diagnostic Test*:
 - If MIL does not illuminate and DTCs do not return, refer to procedure A and follow steps 2,3, and 4.
 - If DTCs do return, document the codes the set.

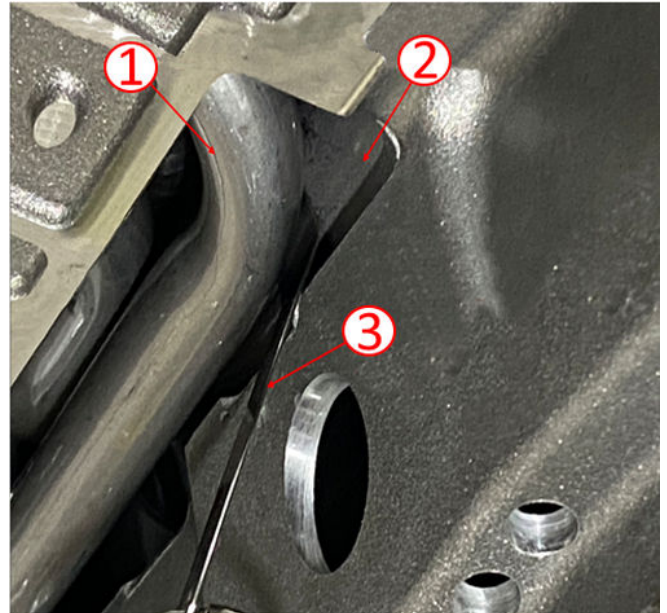
C) Prior to proceeding with repair, review TAC analysis of PICO data and the PLV measurement:
There will be three options of repair:

Note: If PLV (park lock valve) drift is identified, transmission assembly replacement will be necessary. If the PICO scope analysis deems the noise is related to internal components of the transmission, it will be necessary to replace the transmission assembly,

- Direct Clutch snap ring failure and no DTCs current:
 - ⇒ Replace the direct clutch and stator. Refer to *Stator Shaft Replacement*.
 - ⇒ Remove the transmission pan and clean debris from magnets. Replace the sump and the canister filter elements.
- Direct Clutch pump gear noise:
 - ⇒ Replace the direct clutch, stator, and pump gear. Refer to *Stator Shaft Replacement* and *Automatic Transmission Fluid Pump Drive Gear Replacement*.
 - ⇒ If debris is witnessed, remove the transmission pan and clean debris from magnets. Replace the sump and canister filter elements.
- Direct Clutch Snap Ring Diagnosis and MIL with pressure DTCs:
 - ⇒ Replace the direct clutch and stator. Refer to *Stator Shaft Replacement*.
 - ⇒ Remove the transmission pan and clean debris from magnets. Replace the MCV (Main Control Valve). Replace the sump and the canister filter elements.

Direct Clutch Snap Ring Diagnosis:

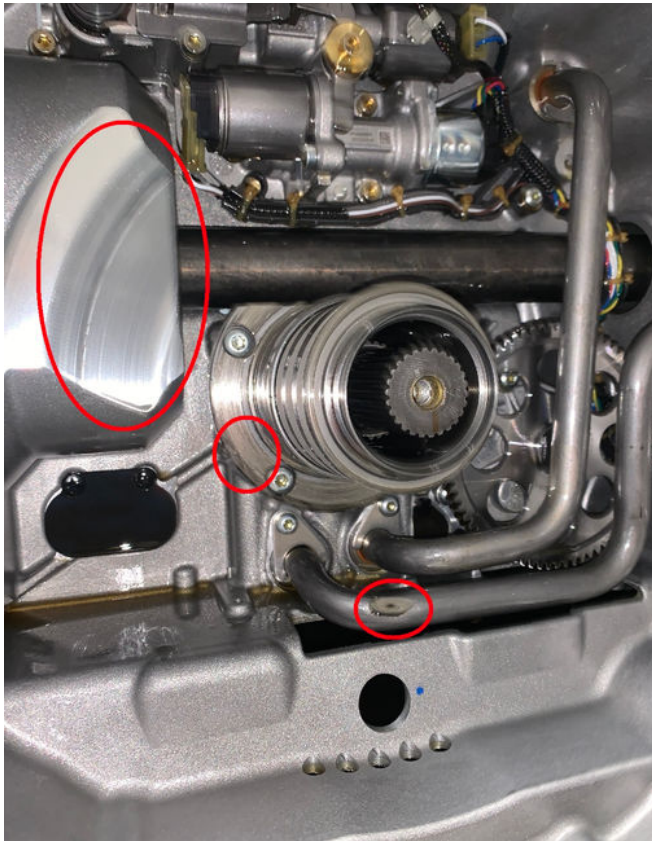
Inspect the direct clutch for failure by making the measurement below.



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1. Remove the MCV. Refer to *Control Valve Body Replacement*.
2. Utilizing a feeler gauge (3), inspect the clearance between the direct clutch (2) and fluid tube (1).
 - ⇒ If clearance is 0.5 mm, proceed to direct clutch pump gear noise.
 - ⇒ If clearance is 0 mm with obvious contact, Refer to *Direct Clutch Replacement*.

Note: If the direct clutch is seized onto the stator housing, the transmission will need replacement.



Important: Light damage to the housing caused by the direct clutch contact, will not require replacement. The graphic above depicts areas of concern.

3. Inspect pump gear for damage.

Note: The direct clutch and stator housing will need replacement as the causal part.

- If the direct clutch can be removed easily but has contacted the pipe and stator, replace said parts as needed. Refer to SI.

Important: Light damage to the housing caused by the direct clutch contact, will not require replacement. The graphic above depicts areas of concern.

Parts Information

Note: Only select the parts that coincide with the repair performed. Replace the part with the P/N outlined in the Electronic Parts Catalog (EPC) in accordance with the vehicle VIN.

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Causal Part	Description	Part Number	Qty
X	SHAFT, STAT	24059055 (M1L)	1
		24059054 (M1M)	
X	CLUTCH, DIR	24059057 (M1L)	1
		24059053 (M1M)	
N/A	BOLT, CLU DIFF HSG CVR	24045094	14
N/A	BOLT, CLU HSG	24045732 (M1L)	2
		24048636 (M1M)	16
N/A	GASKET, CLU DIFF HSG CVR	24048637 (M1M)	1
N/A	PLUG, MAIN SHF	24299366	1
N/A	RETAINER, INTER CLU SPR	24048649	1
N/A	SPRING, DIR CLU	24299364	1
N/A	BOLT, STAT SHF	24048653	4

Causal Part	Description	Part Number	Qty
N/A	RETAINER, RR WHL DRV SHF UJT	11546938 (50 Thread Count - M1L)	6
		11601876 (58 Thread Count - M1M)	
N/A	WASHER, FRT WHL DRV SHF	11611965	2
N/A	NUT, FRT WHL DRV HALF SHF SHLD	11612295	2
N/A	BOLT, RR CRADLE BR	11547752	4
N/A	GASKET, CTLTC CONV	10354707	1
N/A	GASKET, CTLTC CONV	23194206	1
N/A	PIPE, A.TRNS FLUID PUMP DRN	24045747	1
N/A	SEAL, A/TRNS FLUID PUMP PIPE	24299307	4
N/A	FILTER, A/TRNS FLUID	24045729	1
N/A	GEAR, A/TRNS FLUID PMP DRV	24299370	1
N/A	BOLT, A/TRNS FLUID PMP DRV GR	24048652	1
N/A	GASKET, A/TRNS FLUID PAN	24047054	1
N/A	SEAL, TRANS FLUID CLR	24299317	2
N/A	FILTER, A/TRNS FLUID	24047742	1
N/A	GASKET, C/MLV BODY	24299343	1
N/A	BODY, C/MLV	24059078	1
N/A	FLUID, A/TRANS	19418016	As Required
N/A	BOLT, A.TRNS FLUID PAN	24045737	As Required
N/A	BOLT, A.TRNS FLUID PAN	24299316	2
N/A	SEAL, TRANS OIL DRN PLUG	24299299	1
N/A	GASKET, A/TRNS FLUID PAN	24048642	1
Note: All pans are specific to DIE of transmission. Technicians should verify all parts are specific to the transmission being worked on by referring to Service Bulletin #23-NA-156 for identification of transmission.			
N/A	Important: Replace the pan only if vehicle has stamped DIE 1 pan. Do Not reuse DIE 1 pans. PAN, A/TRNS FLUID (DIE 2)	24046450	1
N/A	GASKET, A/TRNS FLUID PAN (DIE 2)	24047054	1
N/A	GASKET, A/TRNS FLUID PAN (DIE 3)	24048642	1

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	Vehicle	Labor Time
8486368*	Control Valve Removal and Contact Inspection	All	0.8 hr
*This is a unique Labor Operation for bulletin use only.			

Warranty Information

For vehicles repaired under warranty, use:

For vehicles repaired under warranty, submit the appropriate labor operation for the repair performed.
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Version	2
Modified	Released April 18, 2024 Revised June 13, 2024 – Added the 2024 Model Year, updated Service Procedure section, and added secondary Warranty Information Section.

