



Bulletin No.: PIP6032

Published date: N/A

Preliminary Information

PIP6032 CVT Transmission Leaks from the Oil Filter Housing and/or the Cooler Lines

Models

| Brand: | Model: | Model Years: | VIN: from to | Engine: | Transmissions: |
|---------------|---------------|---------------------|-------------------------------|----------------|-----------------------|
| Buick | Encore GX | 2020 - 2024 | All All | All | MRG |
| Chevrolet | Malibu | 2019 - 2024 | All All | All | MRG |
| Chevrolet | Trailblazer | 2021 - 2024 | All All | All | MRG |

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

| | |
|------------------------------------|--|
| Involved Region or Country: | North America |
| Condition: | Transmission may have a leak from the oil filter housing and/or the cooler lines. |
| Cause | Rolled O-ring on the oil filter housing and/or damaged or missing cooler line O ring. |

Correction:

Some Customers may bring the vehicle in with a transmission fluid leak.

This may be caused by one of two conditions.

Condition 1

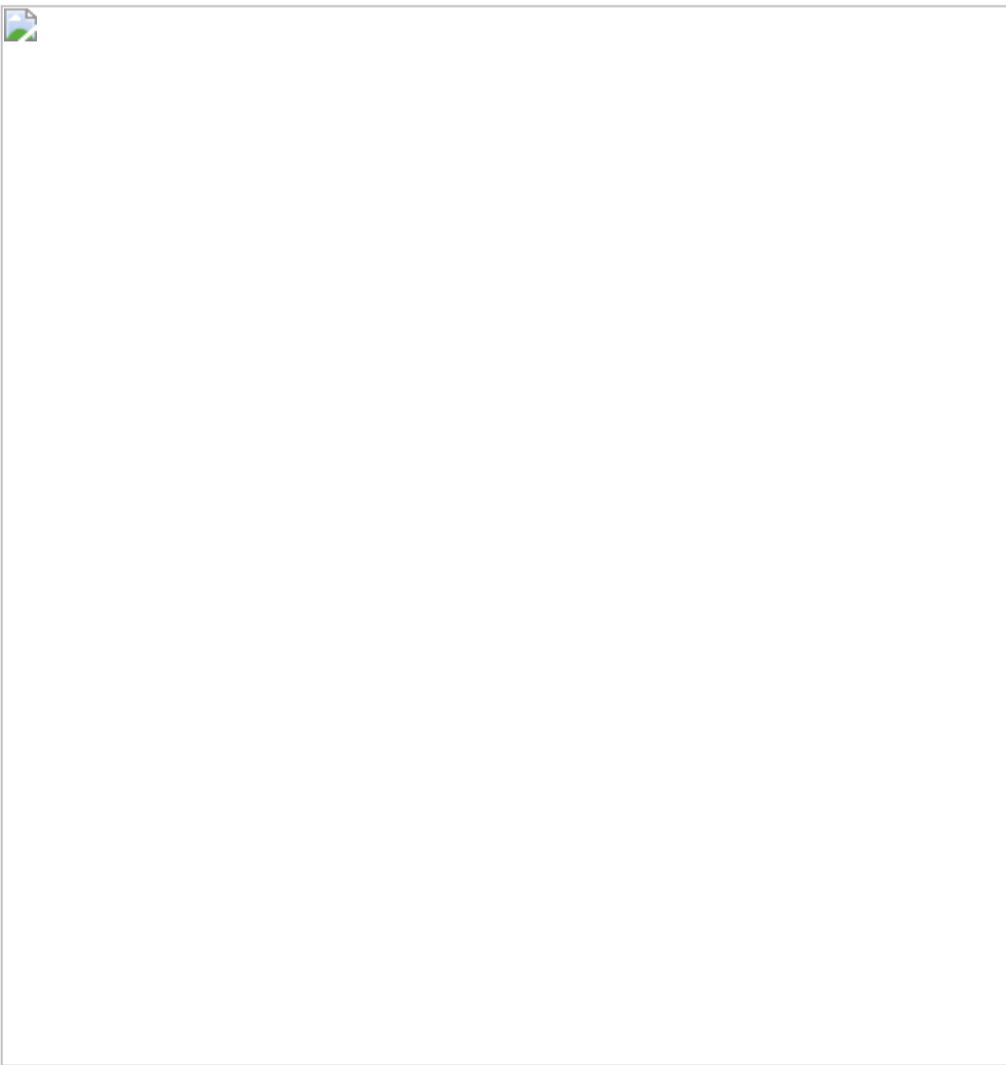
Upon inspection the technician may find a leak coming from the top of the transmission.

This may be caused by a rolled or damaged oil filter housing O ring.

Leak on top of the transmission.



Damaged/Rolled Oil Filter O Ring .



These Seals should always be lubricated prior to installation.

Failure to do so can cause the O Ring to twist and roll or become distorted.

If this concern is found please replace the oil filter housing and take care to lubricate the O ring Prior to installation.

Condition 2

Upon Inspection the Technician may find a leak coming from the front or side of the transmission.

If this is found first verify the leak is not coming from the intermediate speed sensor.

Note Most of the time these leaks are contained within the connector and it may be necessary to remove the connector and inspect the inside for a leak using a paper towel.

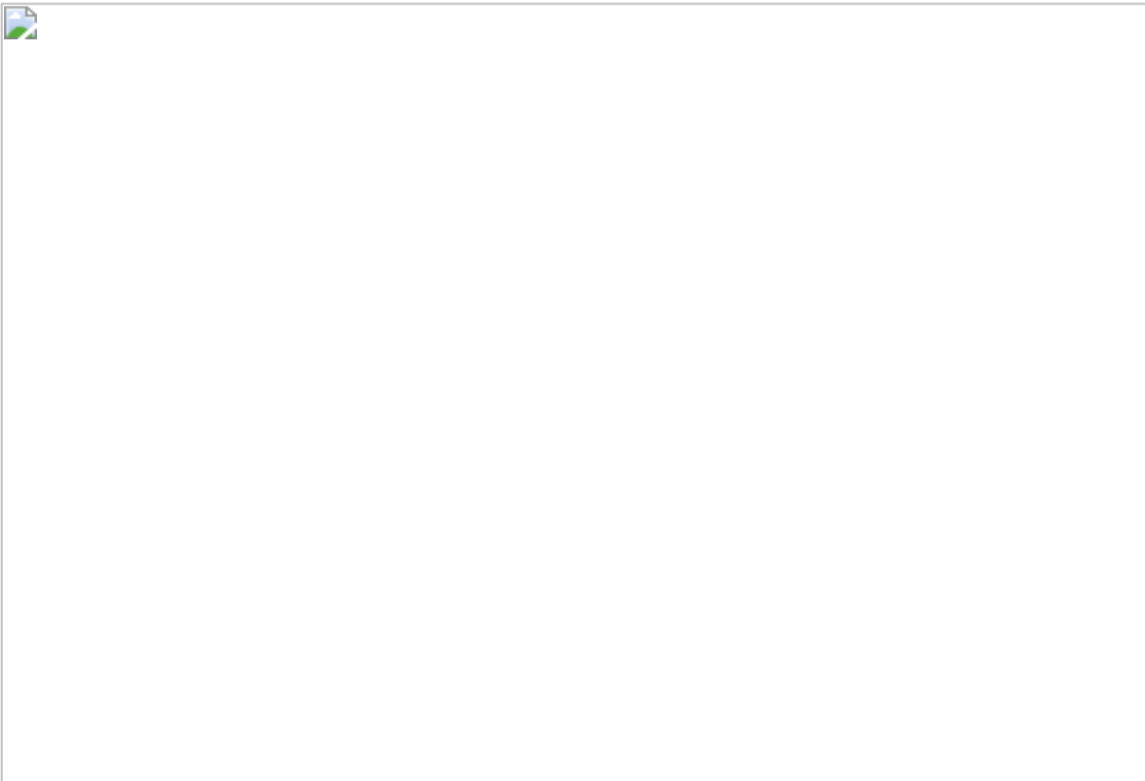
If no leak is seen from the Intermediate Speed Sensor then inspect the oil cooler line inlet ports for leaks.

There have been cases seen where Technicians or assembly plant issues can leave these seals off.

Take care when removing the lines from the transmission to verify the seals are on the line.

These seals resemble A/C Line seals as they are metal with a rubber sealing surface internal.

An example of these seals is seen below Item 3 is the seal.





There are secondary shipping seals installed in the cooler line ports on the transmission from the supplier.

The seals are pierced when the cooler lines are installed, and will contain the majority of the leak .

These Seals WILL remain in the transmission and no attempt should be made to remove them as seen in the picture below .



If a leak is found in this location replace the damaged or missing seals, drive the vehicle and verify there are no leaks.

On vehicles equipped with a stack plate heat exchanger there are O-rings between the transmission case and the heat exchanger.

These O-rings are generally the source of the leak and the stack plate heat exchanger will need to be removed to replace the seals, in most cases the heat exchanger does NOT need to be replaced.

In some rare instances there may be a leak in a similar location caused by the transmission oil pressure ports or case porosity.

This should only be considered after the above leaks have been verified and found not to be the source of the leak.

The above leaks have caused misdiagnosis of case damage or porosity leading to unnecessary transmission replacement.

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.

Version History

| | |
|-----------------|---------------------------------|
| Version | 1 |
| Modified | 12/11/2024 - Created on. |

 GM Global Brands

© 2024 General Motors. All Rights Reserved.