



Service Bulletin

Bulletin No.: 25-NA-014
Date: February, 2025

TECHNICAL

Subject: No Reverse, No Shift Past Third Gear - DTC P2732 Set

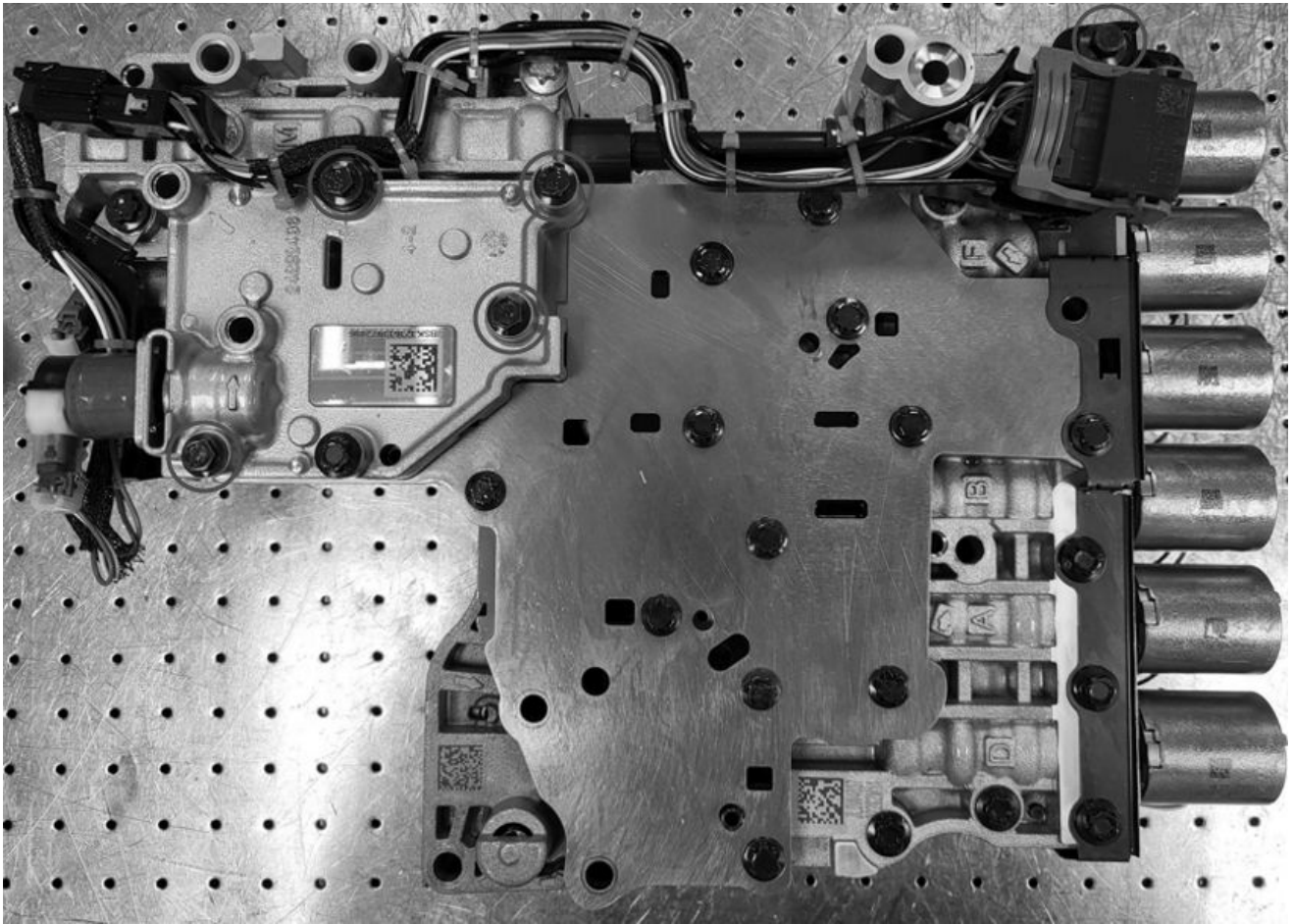
Brand:	Model:	Model Year:		Build Date:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Silverado 1500	2024	2024			L84	MHT, MI2
GMC	Sierra 1500						

Involved Region or Country	North America
Condition	Some customers may comment on one or more of the following conditions: - No reverse - No shifting past third gear Some technicians may find P2732 (Transmission Control Solenoid Valve 6 Stuck Off) set in the Transmission Control Module (TCM).
Cause	This condition may be caused by a mis-stamped spacer plate and worn check ball internal of the control valve.
Correction	Replace the spacer plate and check balls in the control valve.

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.

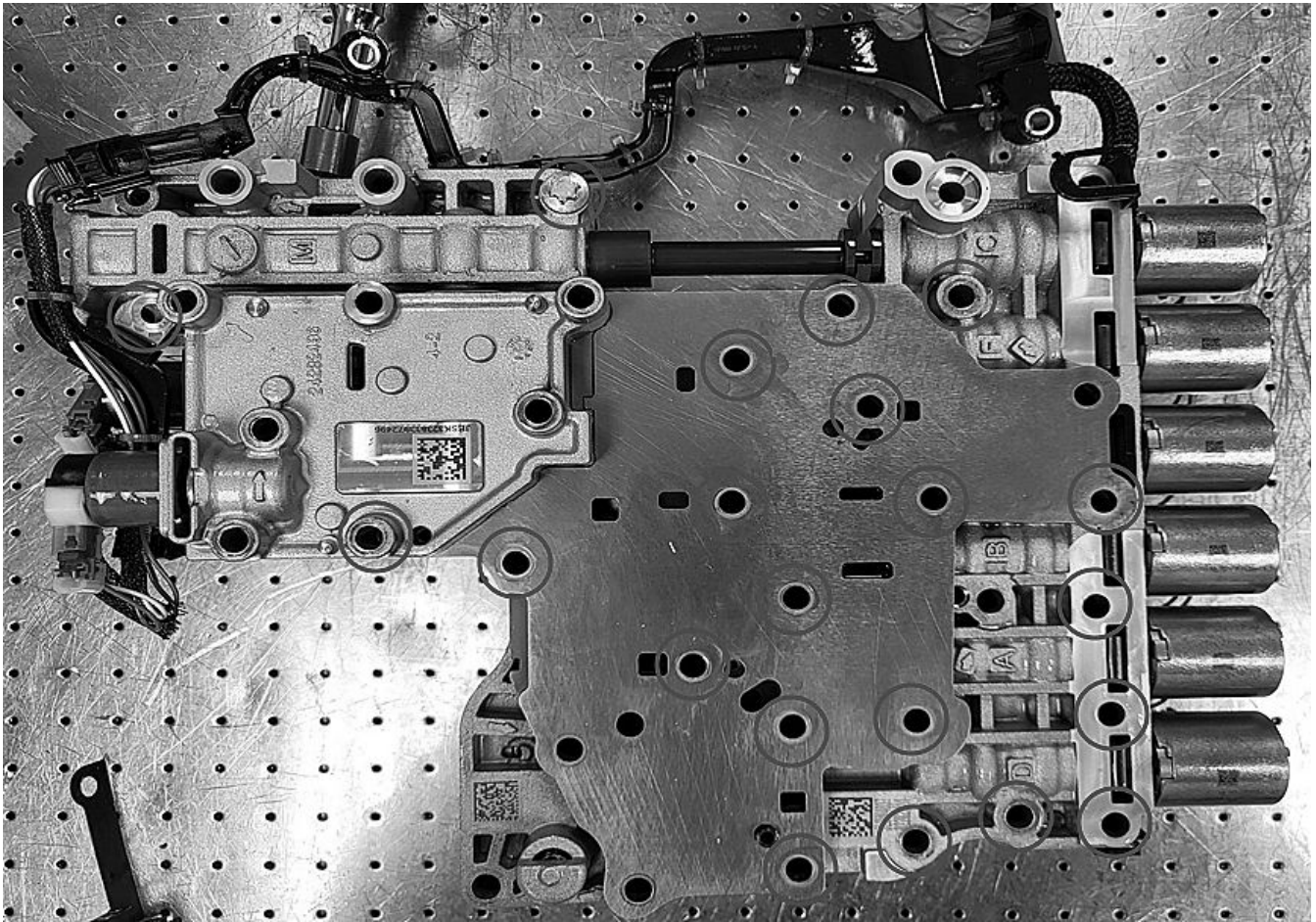
Service Procedure

1. Remove the control valve *Control Valve Body Replacement*.



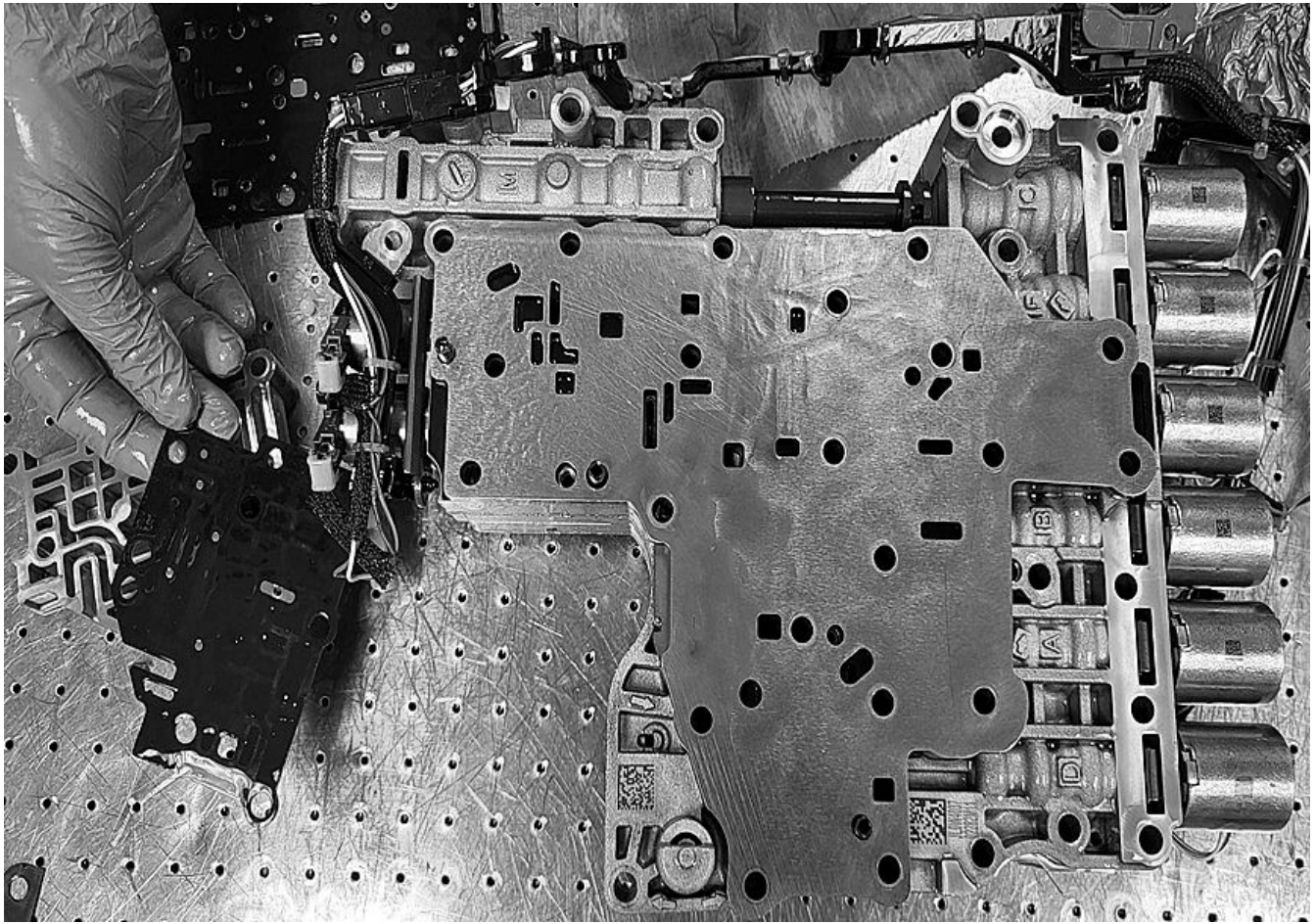
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2. Remove the bolts that secure the auxiliary body to the solenoid cover.
3. Remove the bolt that secures the wiring harness to the control valve body.



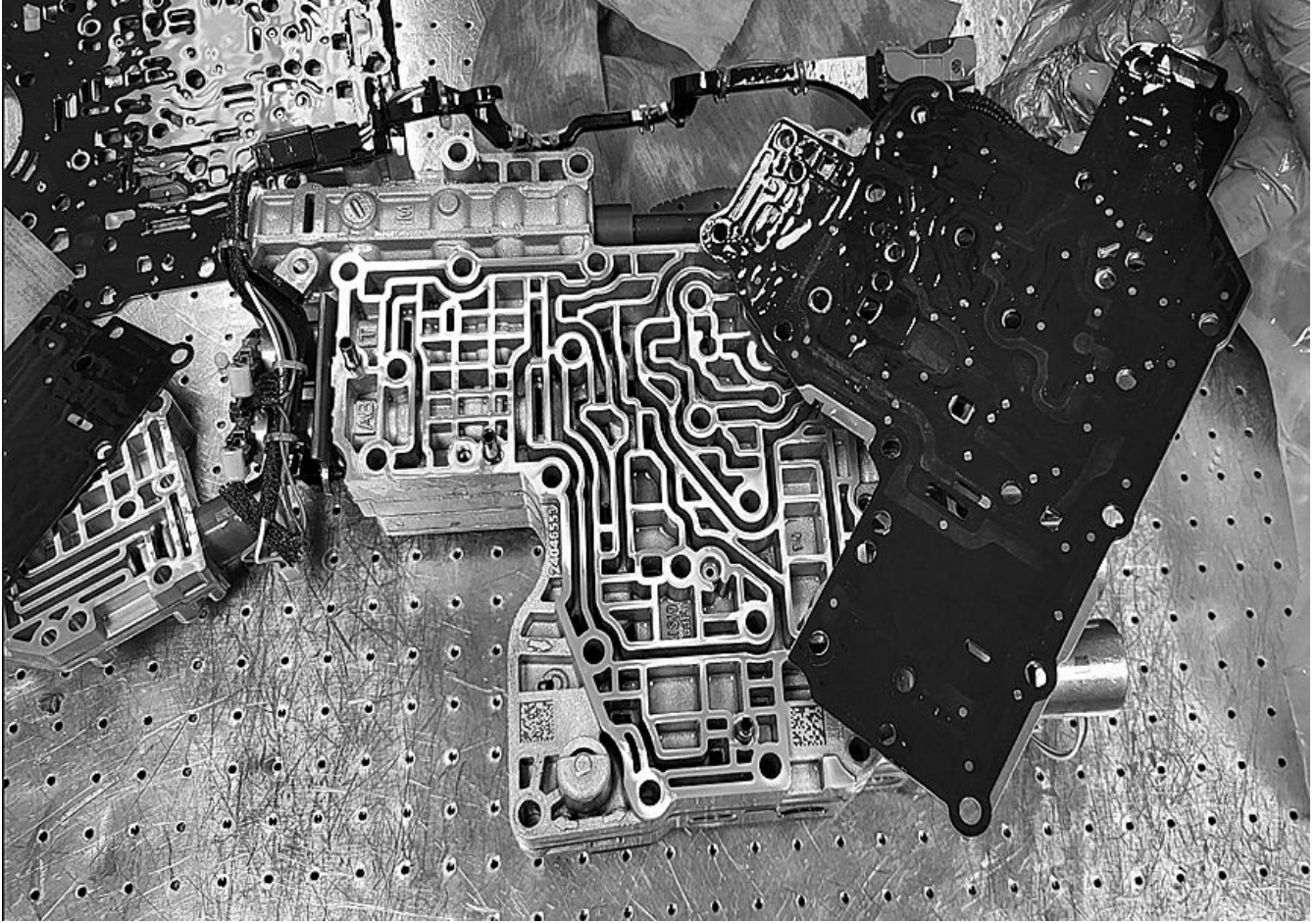
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4. Position the wiring harness aside.
5. Remove the remainder of the bolts that secure the solenoid cover.



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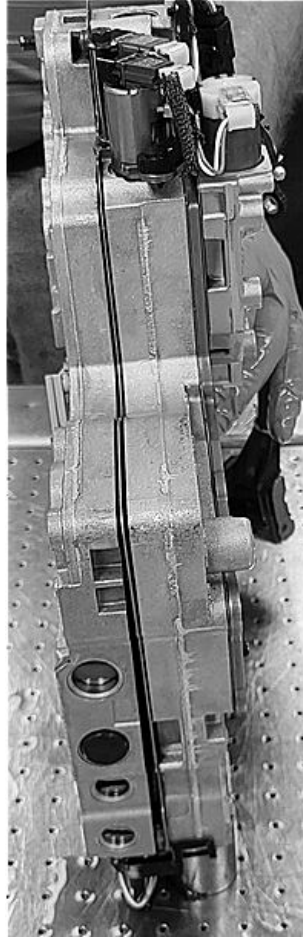
6. Separate the Auxiliary and Auxiliary plate.



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Note: Lower the valve body keeping the worm trail face pointing up. There are 5 check balls in the control valve body that are loose and can fall out.

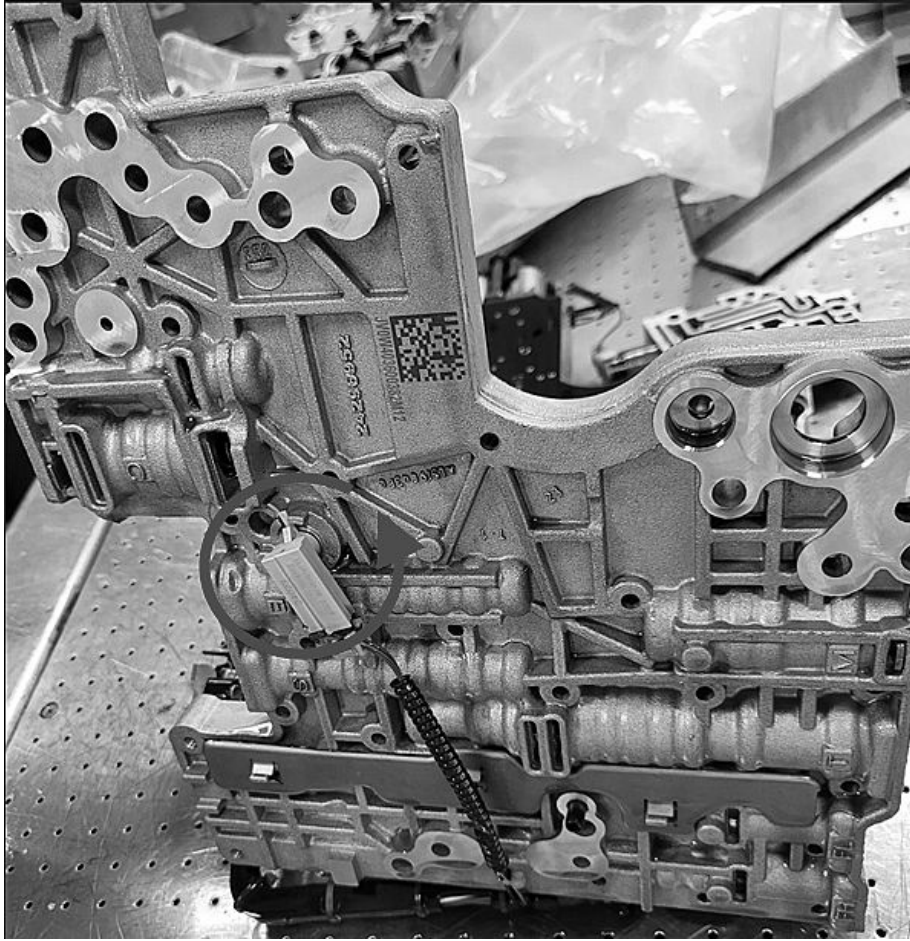
7. Separate the control valve body and thick plate from the solenoid body.



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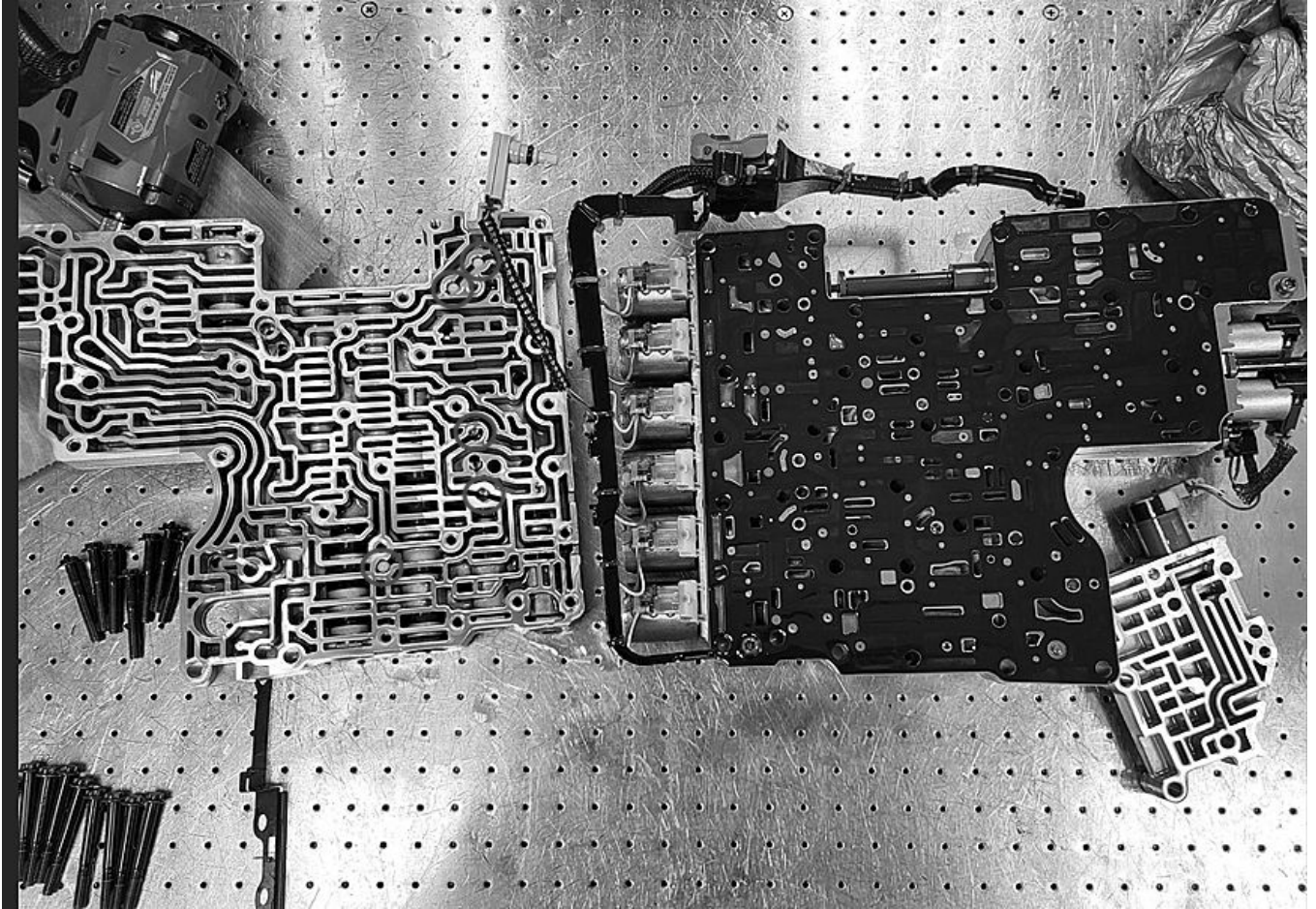
Note: Use care not to damage or bend the solenoids.

8. Stand valve body on its side with the solenoids on the base.
9. Using care, begin separating the valve body from the solenoid body.
 - ⇒ Lower the valve body keeping the worm trail face pointing up. There are 5 check balls in the valve body that are loose and can fall out.



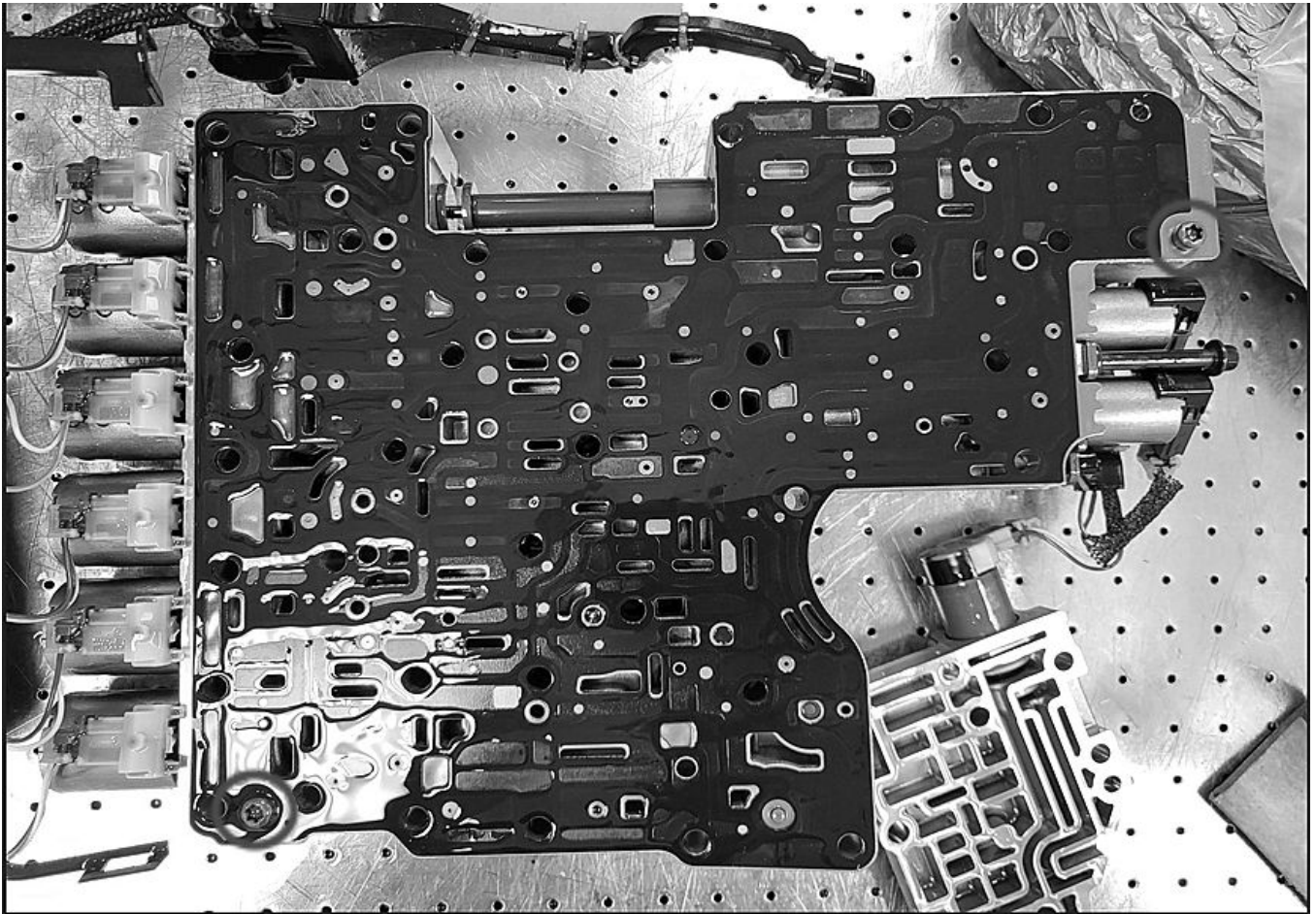
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10. Once body is partially split, twist thermocouple and pull to remove from the valve body assembly.



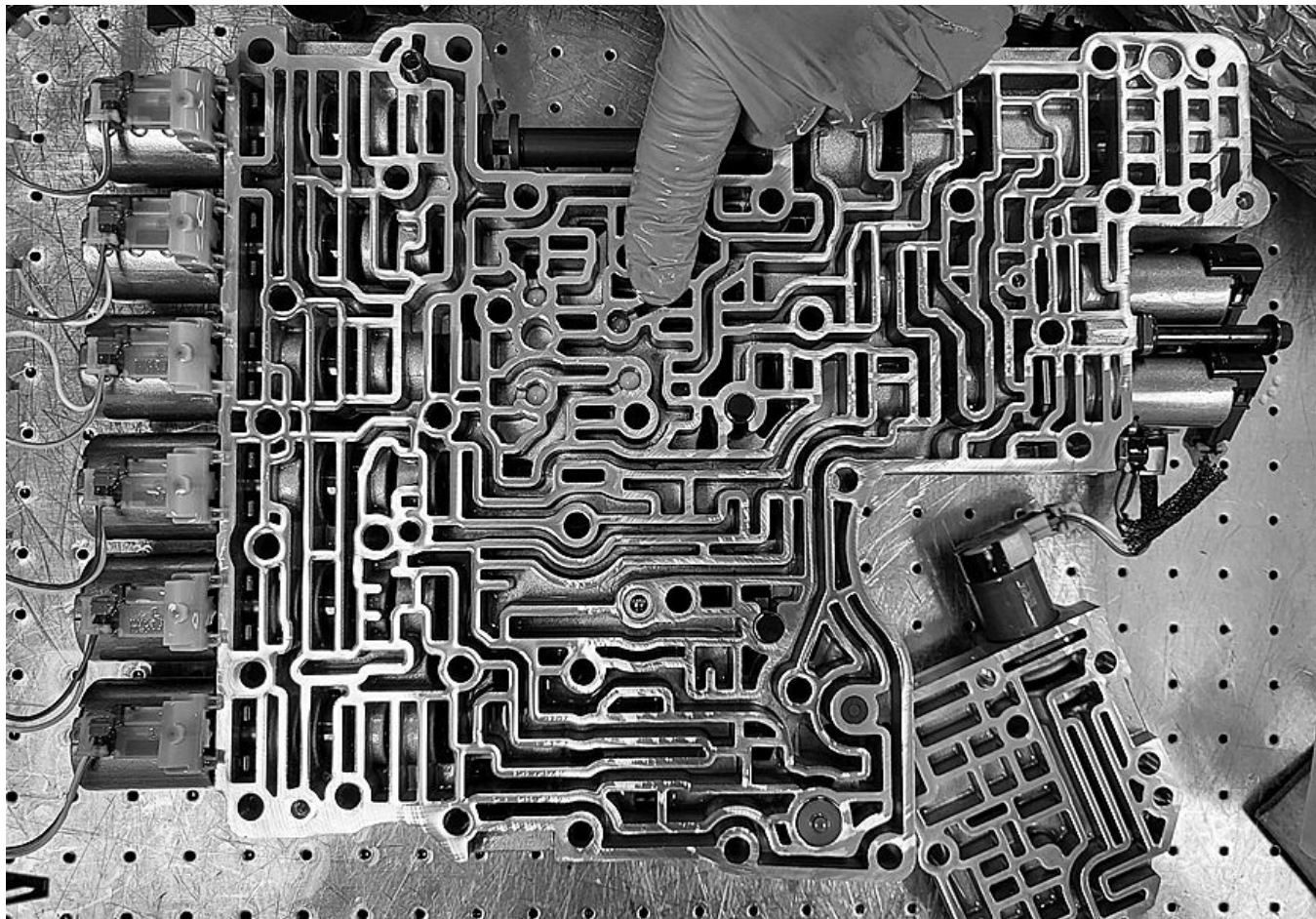
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11. Split the assembly in half.
12. Verify that the 5 check balls remain in the control valve body.



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13. Ensure solenoid body is lying flat on table with spacer plate up.
 - There are check balls/check valves that can fall out once removed.
14. Remove the 2 bolts holding the spacer plate to solenoid body.
15. Once spacer plate is removed, discard Spacer Plate.



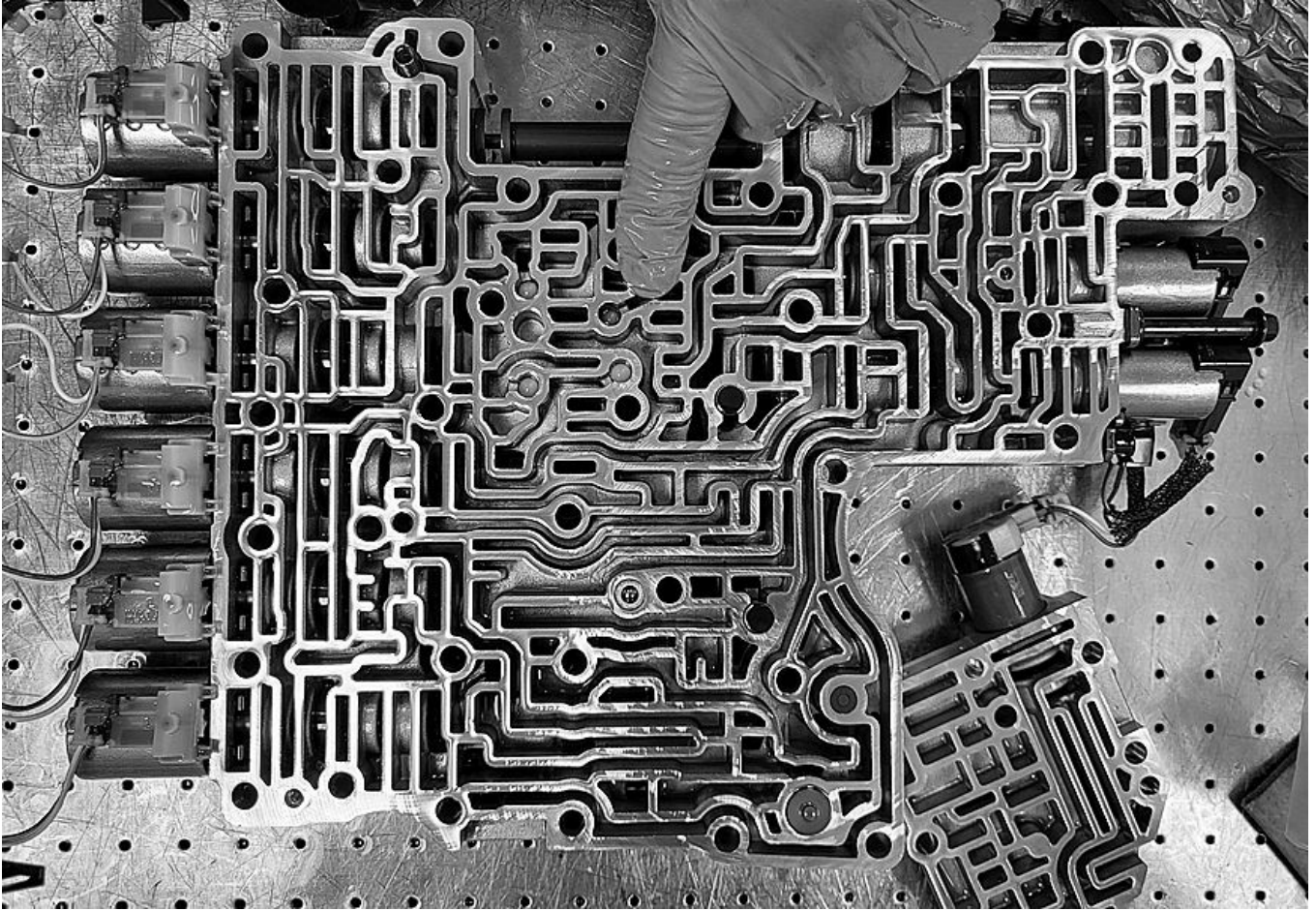
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Note: The parts section indicates to order 5 check balls. Replacement of the undersized check ball is all that is required. The extras were suggested in the event some are misplaced or damaged in the disassembly process. .

16. Utilizing a pick or equivalent, remove the undersized check ball from the seat and discard.

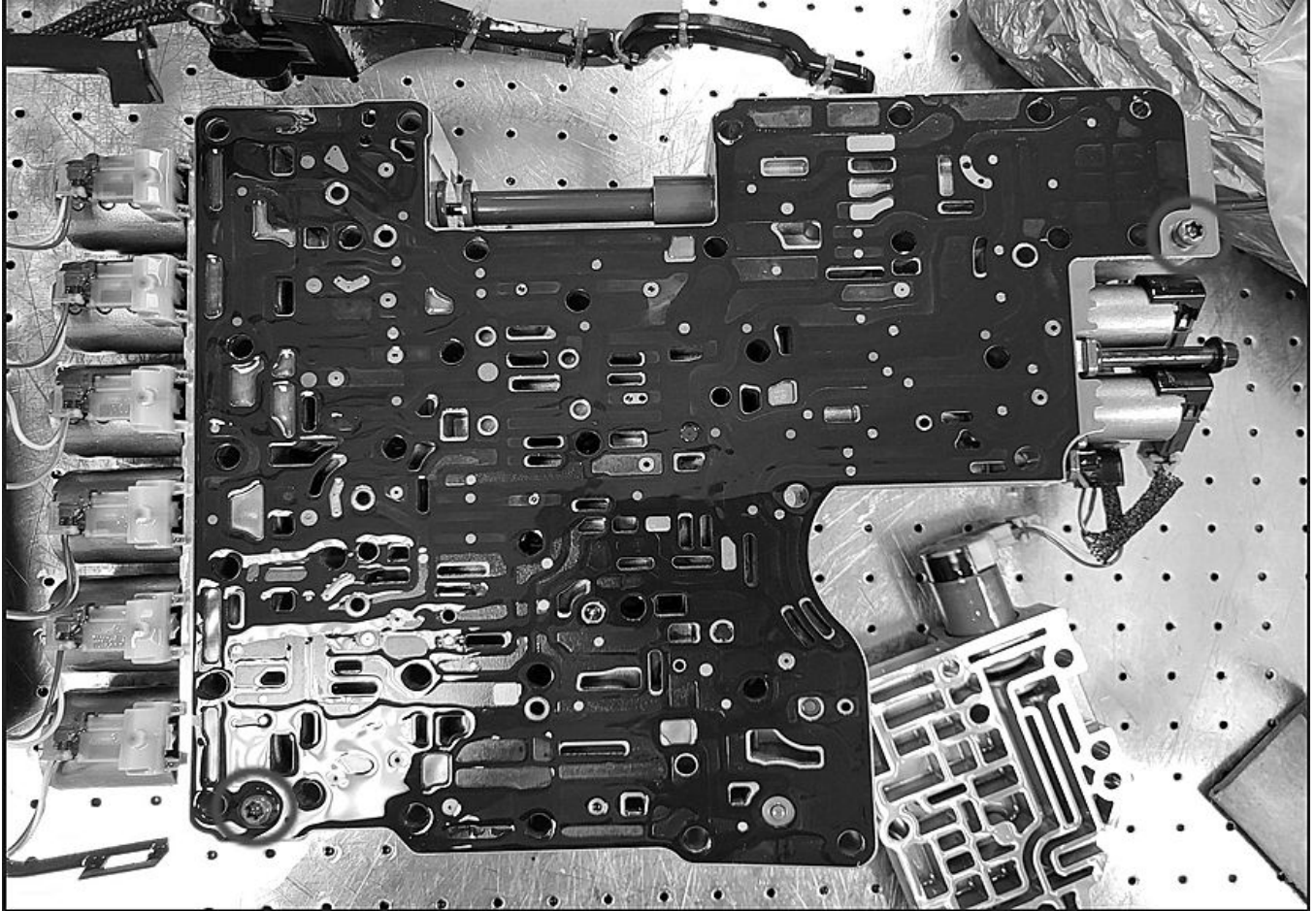
- If needed, press the check ball out from the solenoid body cover side using caution when doing this to prevent parts from falling out of the solenoid body.

17. Install the new check ball into the solenoid housing.



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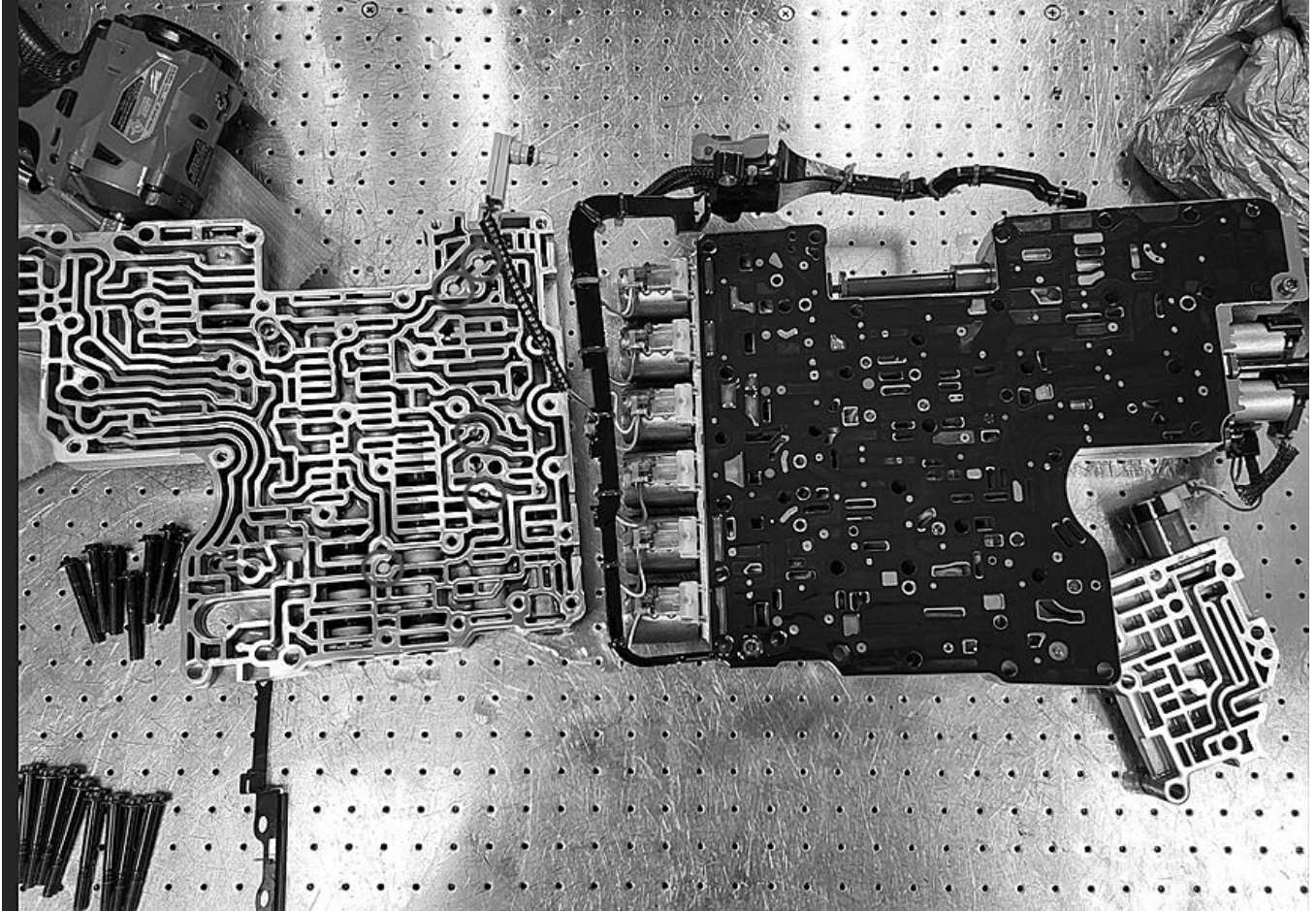
18. Ensure all check balls, spring check valves, and VFS damper are in place in solenoid body prior to putting on replacement spacer plate.



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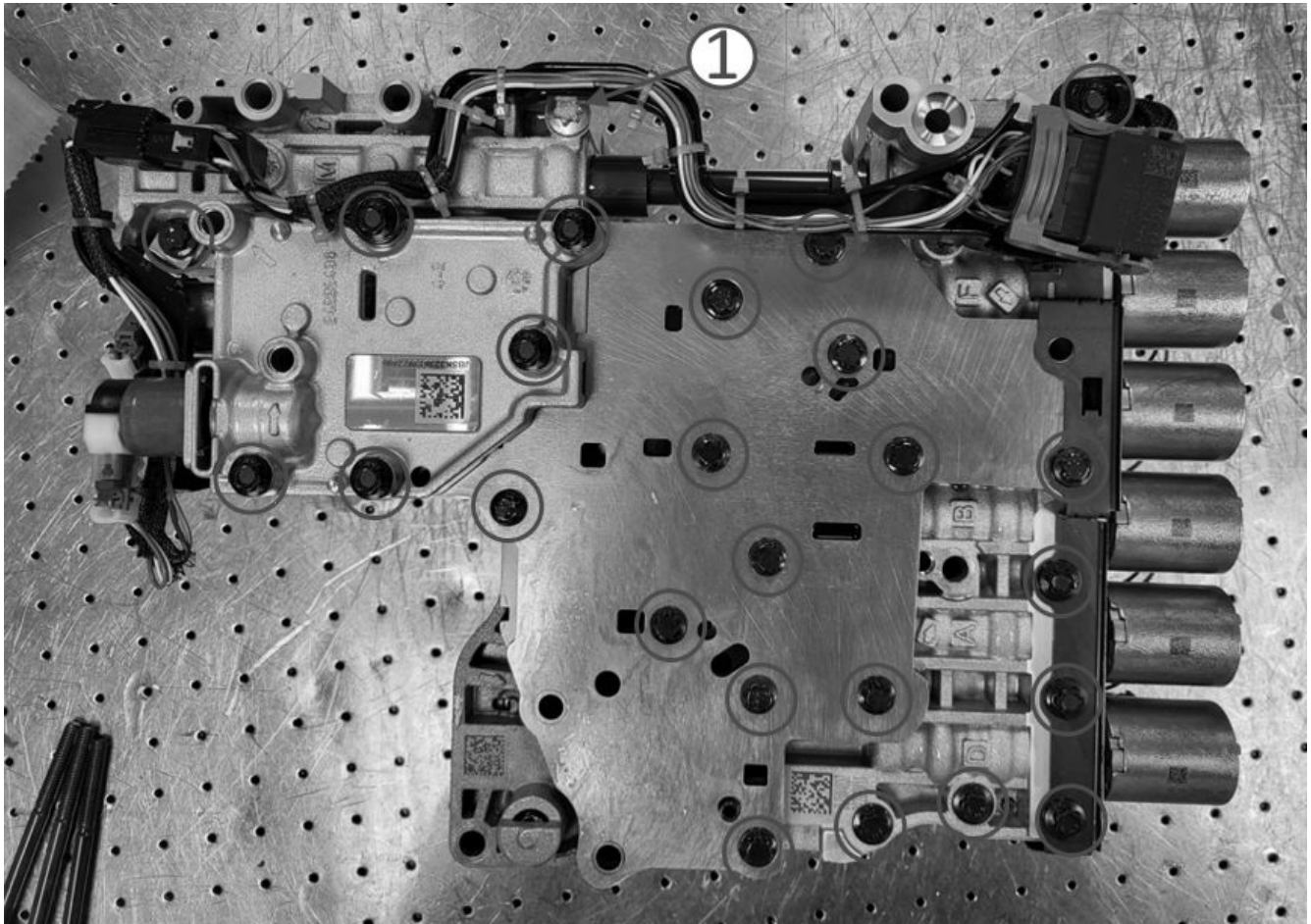
19. Place new spacer plate on solenoid body and run down spacer plate bolts.

⇒ Torque the fasteners to 9 N•m (80 lb-in).



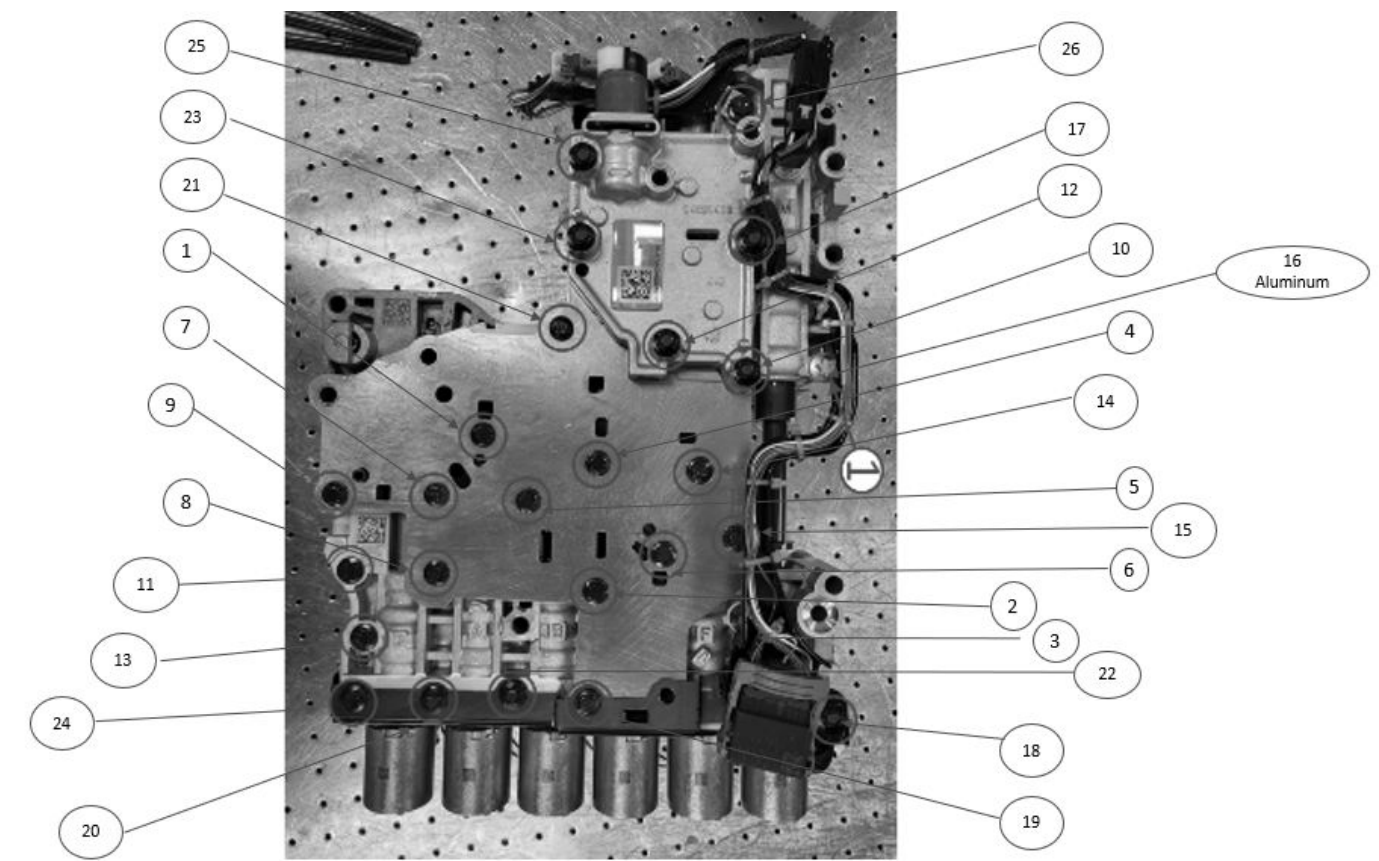
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20. Take solenoid body half and set on top of valve body half – make sure harness is out of the way. There are 2 locating dowels on the valve body used for alignment.
21. Stand valve body on its side with the solenoids on the base.
22. Place thermistor back into cover side and rotate until anti-rotation feature is aligned into cast slot.
23. Place thick plate and thick plate spacer plate back on top of solenoid body cover side.
 - There are 3 locating dowels to align.



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24. Place aux body spacer plate and aux body back on top of thick plate.
- There are 2 locating dowels to align.



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Important: Torque the fasteners to 9 N•m (80 lb-in).Torque the aluminum fastener (1) to 3 N•m (27 lb-in) plus 30° (angle).

- 25. Reinstall all bolts following the bolt sequence and torque diagrams.
- Reinstall aux pump O ring seal and cover.
- Install the control valve assembly. Refer to *Control Valve Body Replacement*.

Parts Information

Note: Follow the procedure in SI for additional parts that may be required for the repair.

Causal Part	Description	Part Number	Qty
X	PLATE ASM-C/VLV BODY SPCR (W/ GSKT)	24299519	1
N/A	SEAL-A/TRNS AUX FLUID PUMP OTLT PIPE	24271818	1
N/A	BOLT/SCREW-C/VLV BODY	24050764	1
N/A	SEAL-A/TRNS FLUID PUMP	24290889	1
N/A	SEAL-A/TRNS FLUID PUMP	24270191	1

Causal Part	Description	Part Number	Qty
N/A	SEAL-EXH MANIF PIPE (L)	15035747	1
N/A	SEAL - EXH MANIF R	15077362	1
N/A	SEAL-A/TRNS AUX FLUID PUMP	24047734	1
N/A	VALVE-C/VLV BODY BALL CHK	96020431	5
N/A	Fluid A/Trans (ULV) USA	19352619 (U.S.) 19352620 (Canada)	As Required

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	Labor Time
8486498*	Spacer Plate and Check Ball Replacement for L84	3.5
*This is a unique Labor Operation for Bulletin use only.		

Version	1
Modified	Released February 12, 2025

