



# Service Bulletin

Bulletin No.: 25-NA-080

Date: September, 2025

## TECHNICAL

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

**Important:** This service bulletin only applies to vehicles listed that had service valve body or a service transmission installed in the 2024 Calendar Year and returned 15000 miles (24000 km) or less with the condition of No Reverse, No Shift Past Third Gear and DTC P2732. Note the MQB RPO Spacer Plate is engine specific between the gas and diesel applications.

**Important:** If upon disassembly of the valve body, an undersized checkball is not discovered, Service Bulletin 22-NA-258 should reviewed as another possibility or the valve body may need to be replaced. Additional diagnostics are required.

Brand:	Model:	Model Year:		Build Date:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Camaro	2021	2024	—	—	LGX, LT4, LT1, L84, L87, LM2, LZ0	MI1, MI4, MHT, MI2, MQB
	Silverado 1500	2021	2021				
	Silverado 1500 LTD (RPO J21, VIN Digit 5 = W/Y)	2022	2022				
	Silverado 1500 New (RPO J22, VIN Digit 5 = A/D)						
	Silverado 1500	2023	2023				
GMC	Sierra 1500	2021	2021	—	—	LGX, LT4, LT1, L84, L87, LM2, LZ0	MI1, MI4, MHT, MI2, MQB
	Sierra 1500 Limited (RPO J21, VIN Digit 5 = 8/9)	2022	2022				
	Sierra 1500 New (RPO J22, VIN Digit 5 = H/U)						
	Sierra 1500	2023	2023				

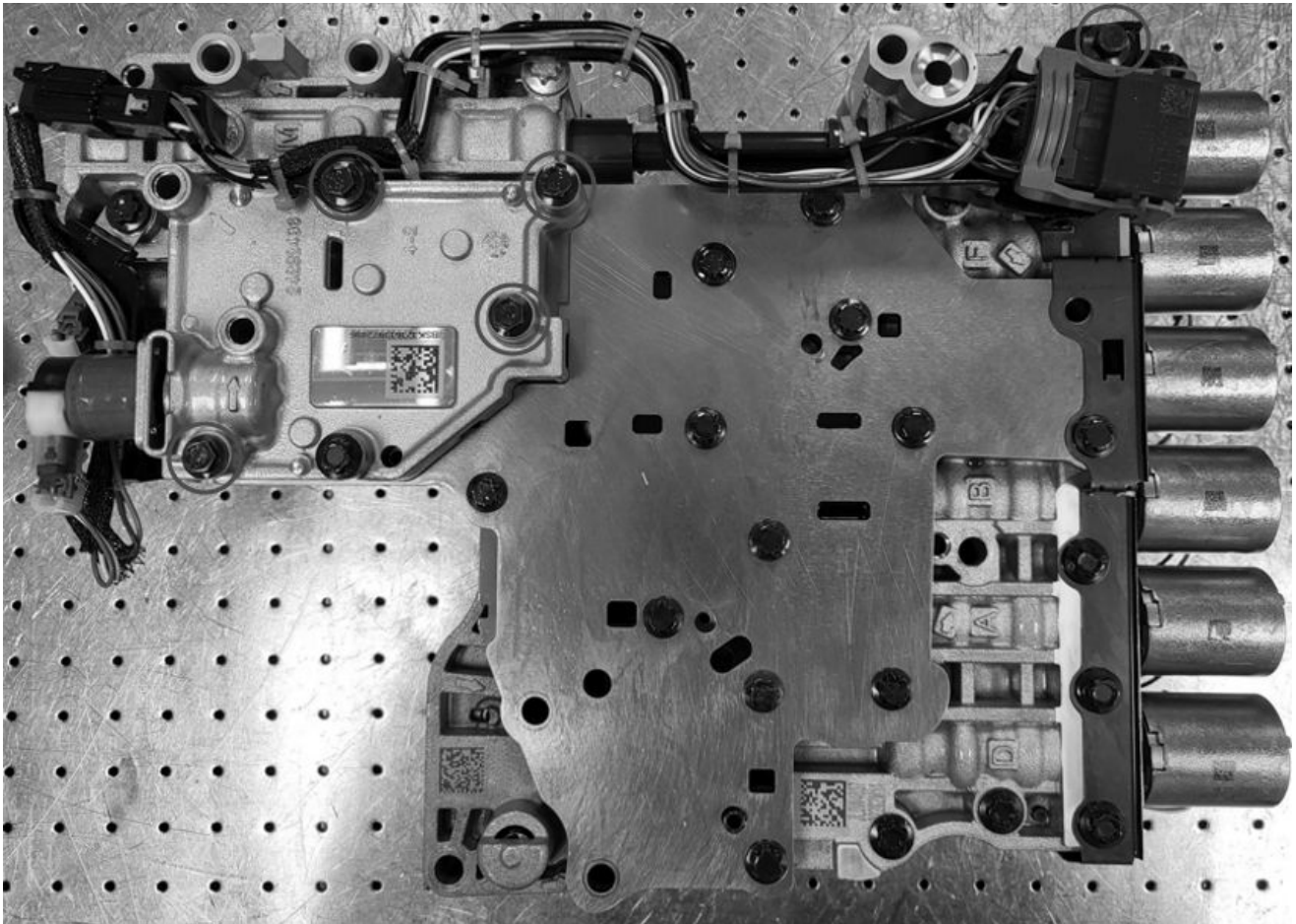
<b>Involved Region or Country</b>	North America, Argentina, Brazil, Bolivia, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay, Europe, Middle East, South Korea, Philippines, Australia/New Zealand
<b>Condition</b>	Some customers may comment on one or more of the following conditions: <ul style="list-style-type: none"> <li>No reverse</li> <li>No shifting past third gear</li> </ul> Technicians may find P2732 (Transmission Control Solenoid Valve 6 Stuck Off) set in the Transmission Control Module (TCM).
<b>Cause</b>	This condition may be caused by a mis-stamped spacer plate and worn check ball internal of the control valve.
<b>Correction</b>	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

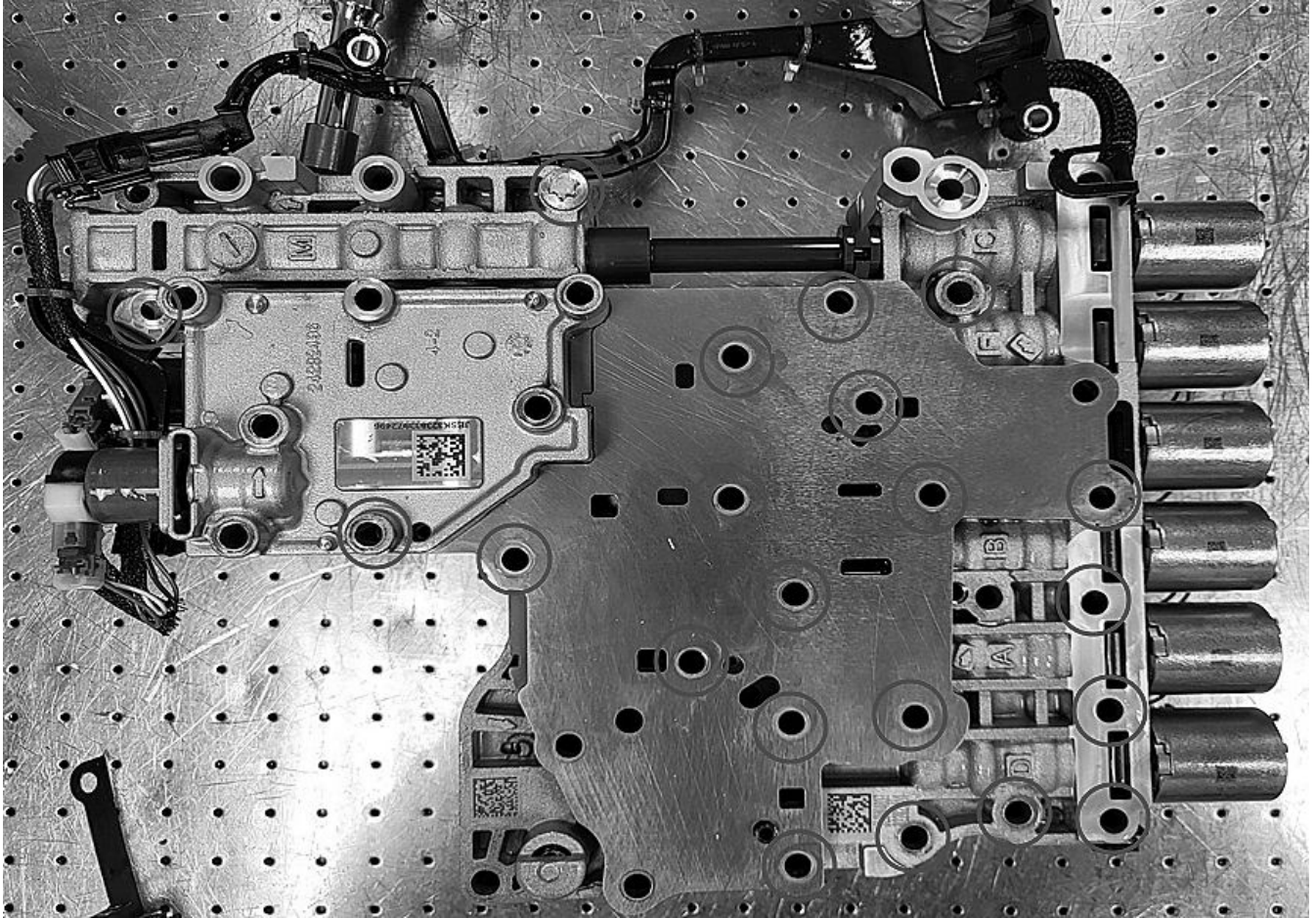
Note: A 10EPL Internal Torx Plus Socket is required for disassembly.

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



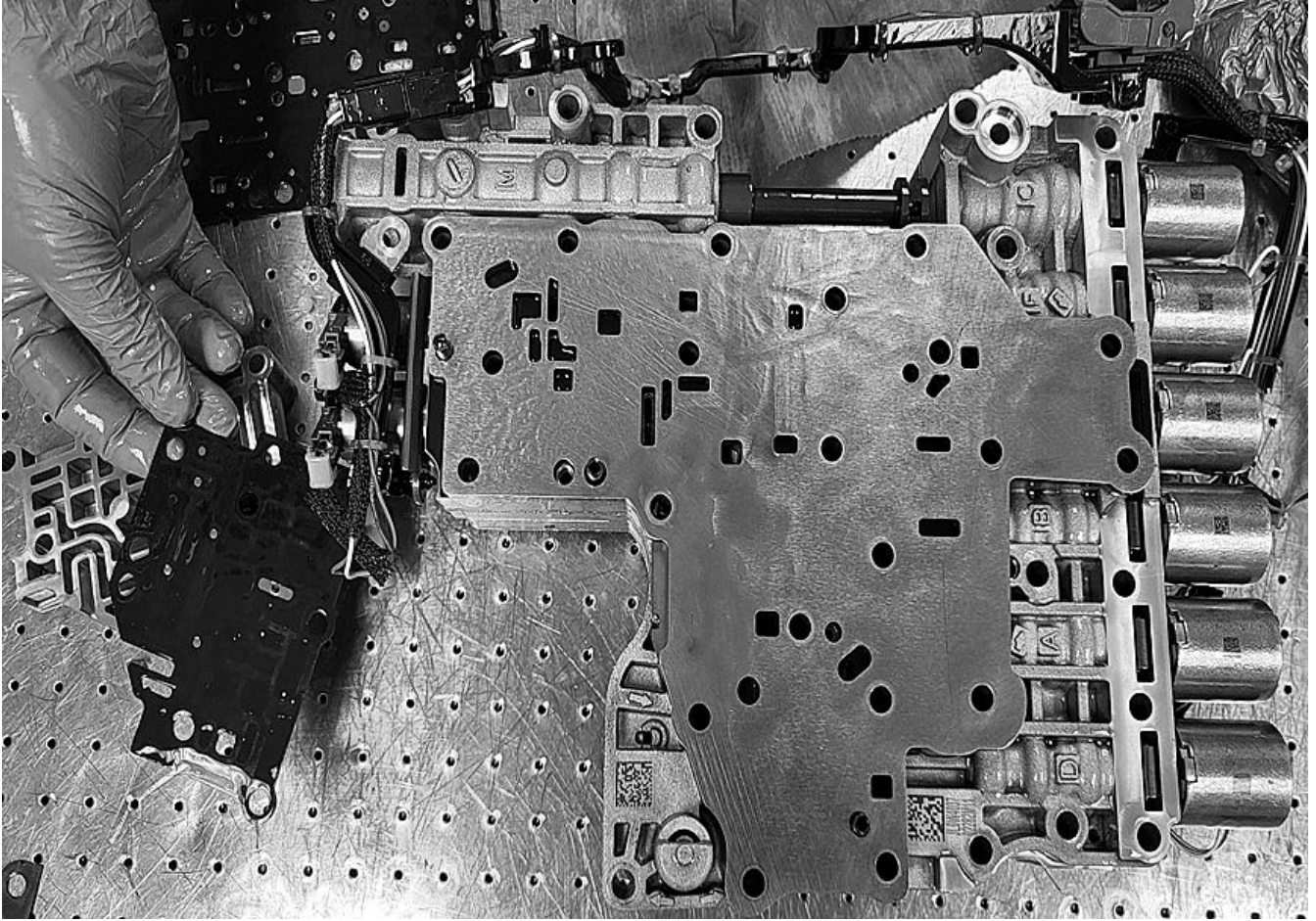
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2. Remove the bolts that secure the auxiliary body to the solenoid cover.
3. Remove the bolt that secures the wiring harness to the control valve body.



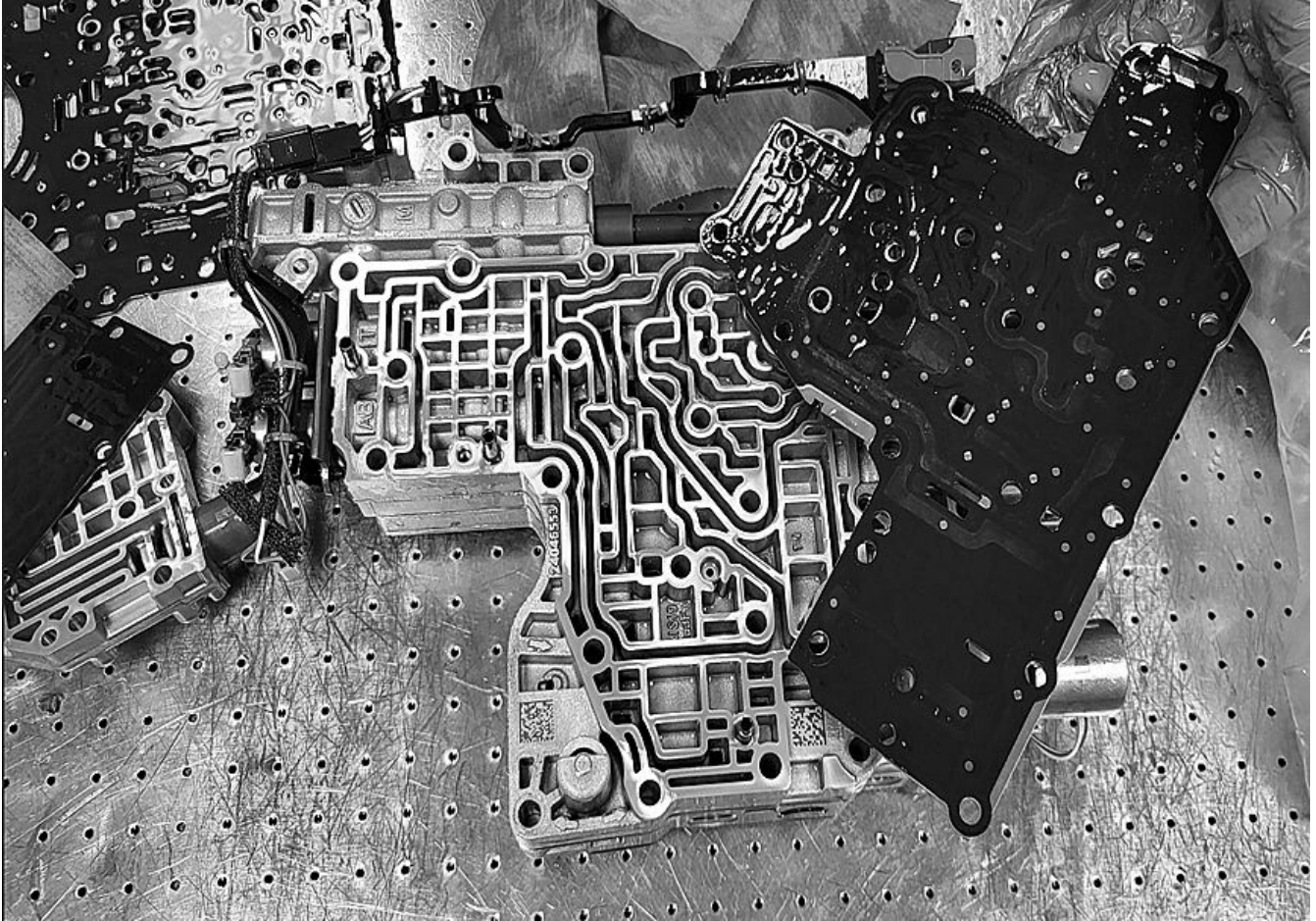
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4. Position the wiring harness aside.
5. Remove the remainder of the bolts that secure the solenoid cover.



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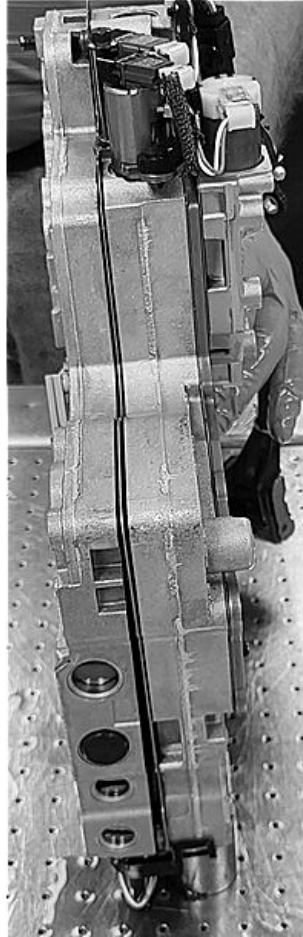
6. Separate the Auxiliary and Auxiliary plate.



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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.

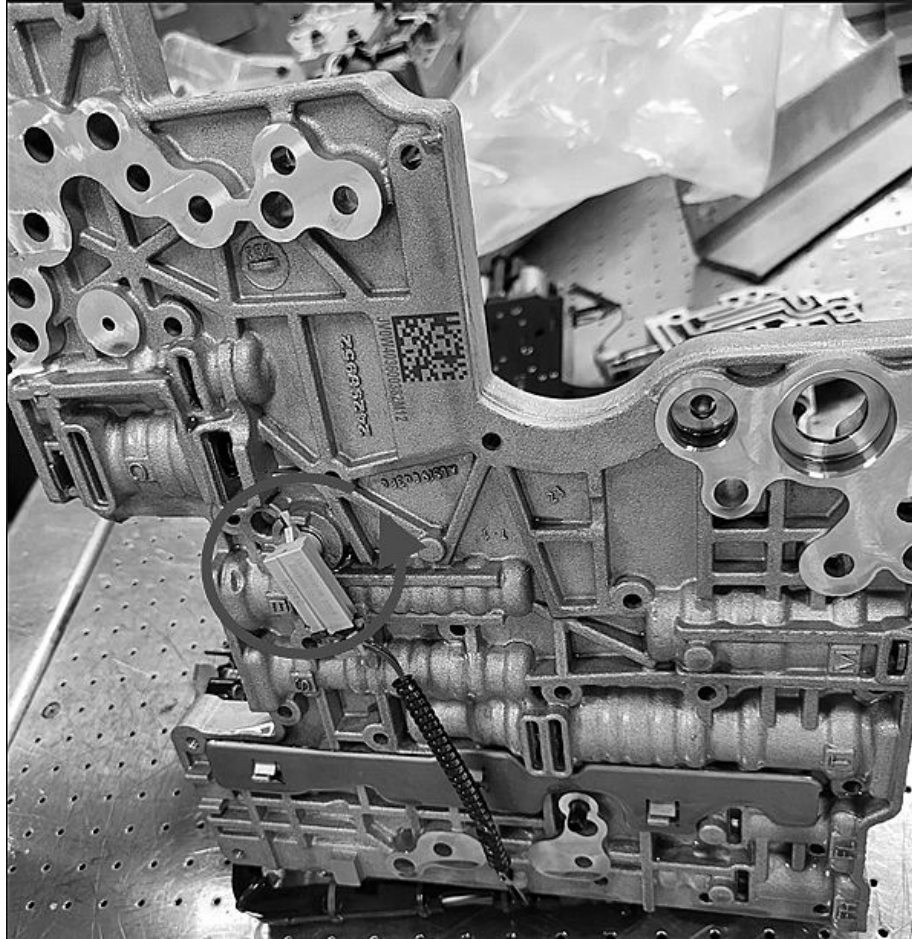
7. Separate the control valve body and thick plate from the solenoid body.



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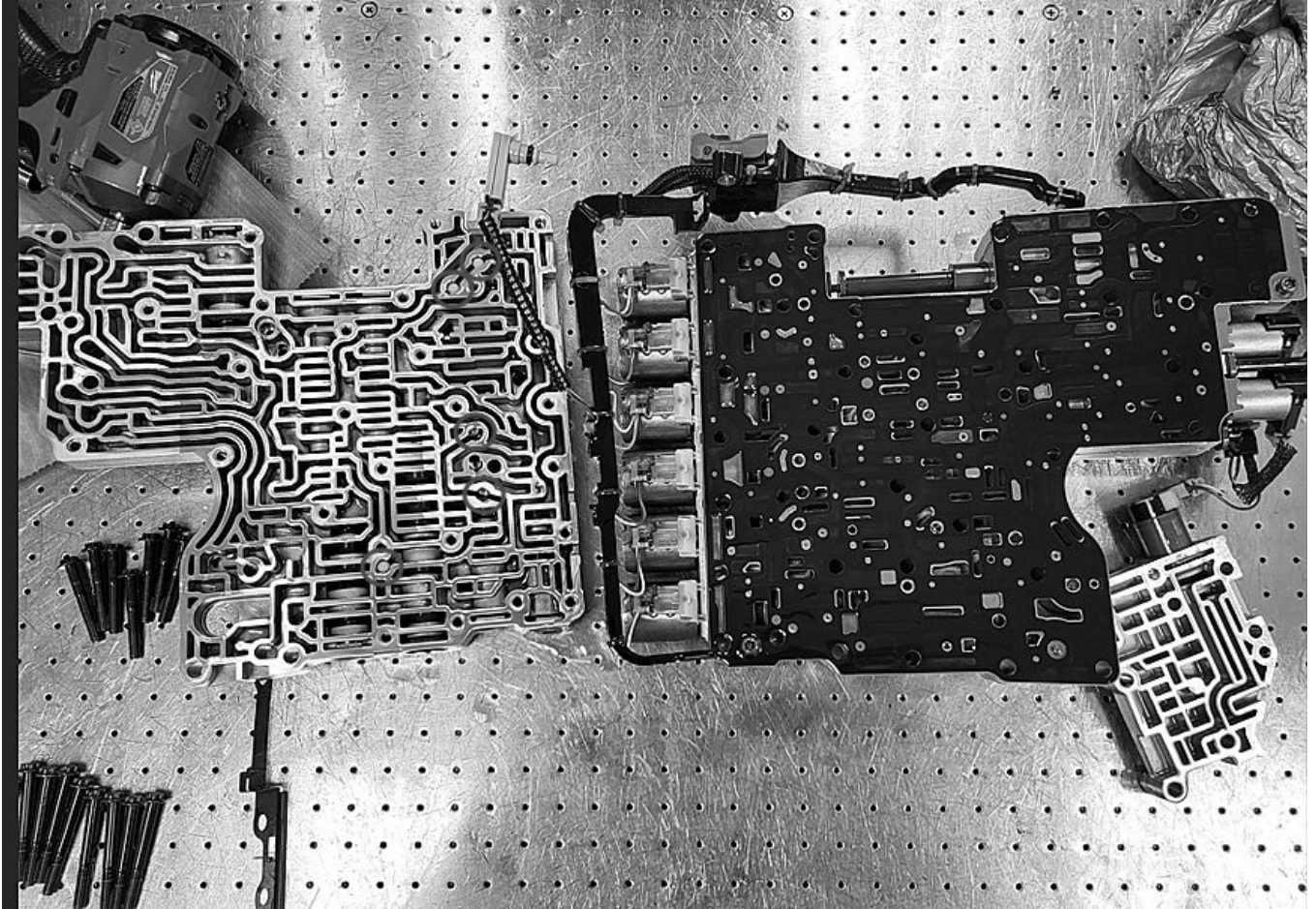
**Note:** Use care not to damage or bend the solenoids.

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.



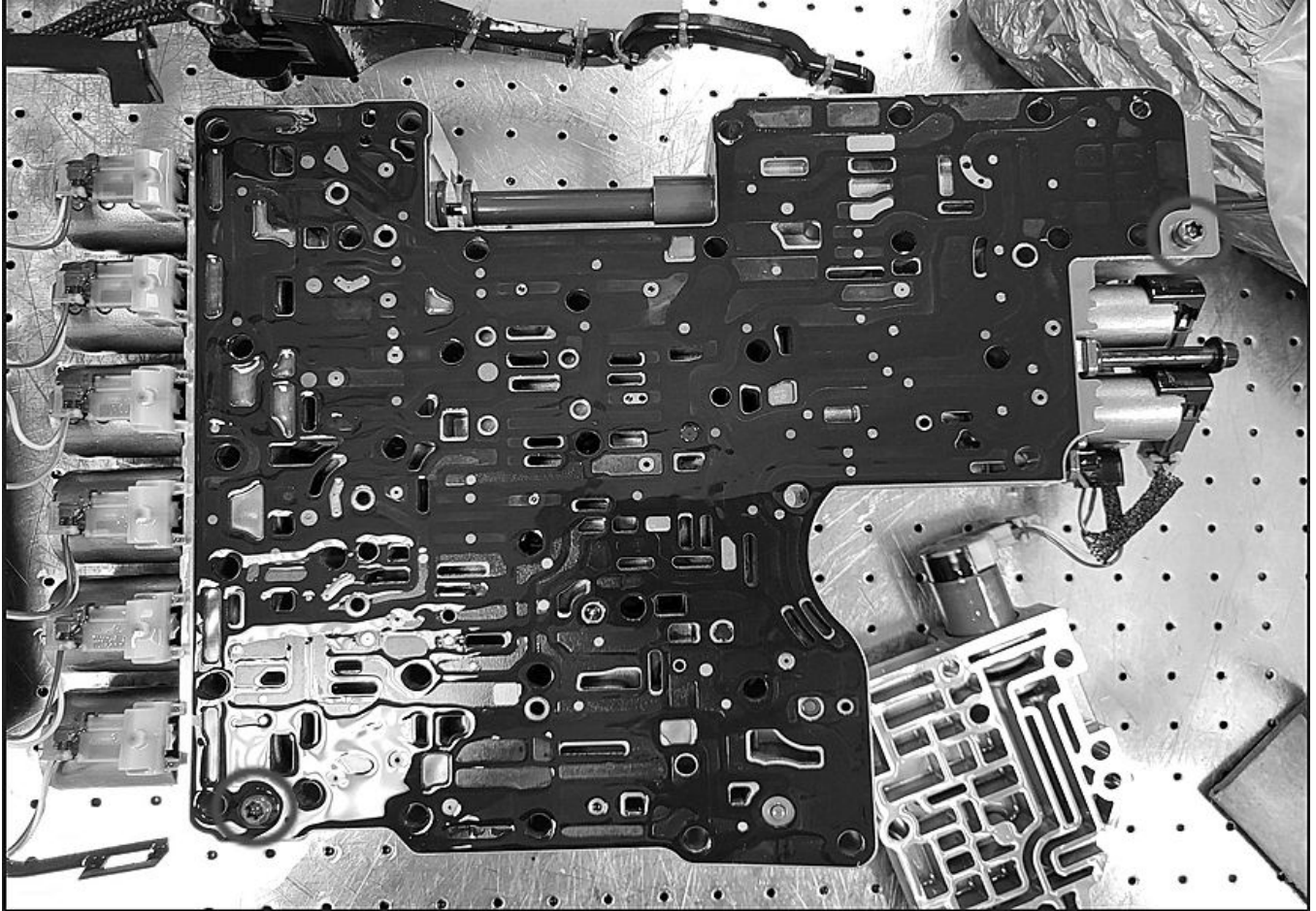
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10. Once body is partially split, twist thermocouple and pull to remove from the valve body assembly.



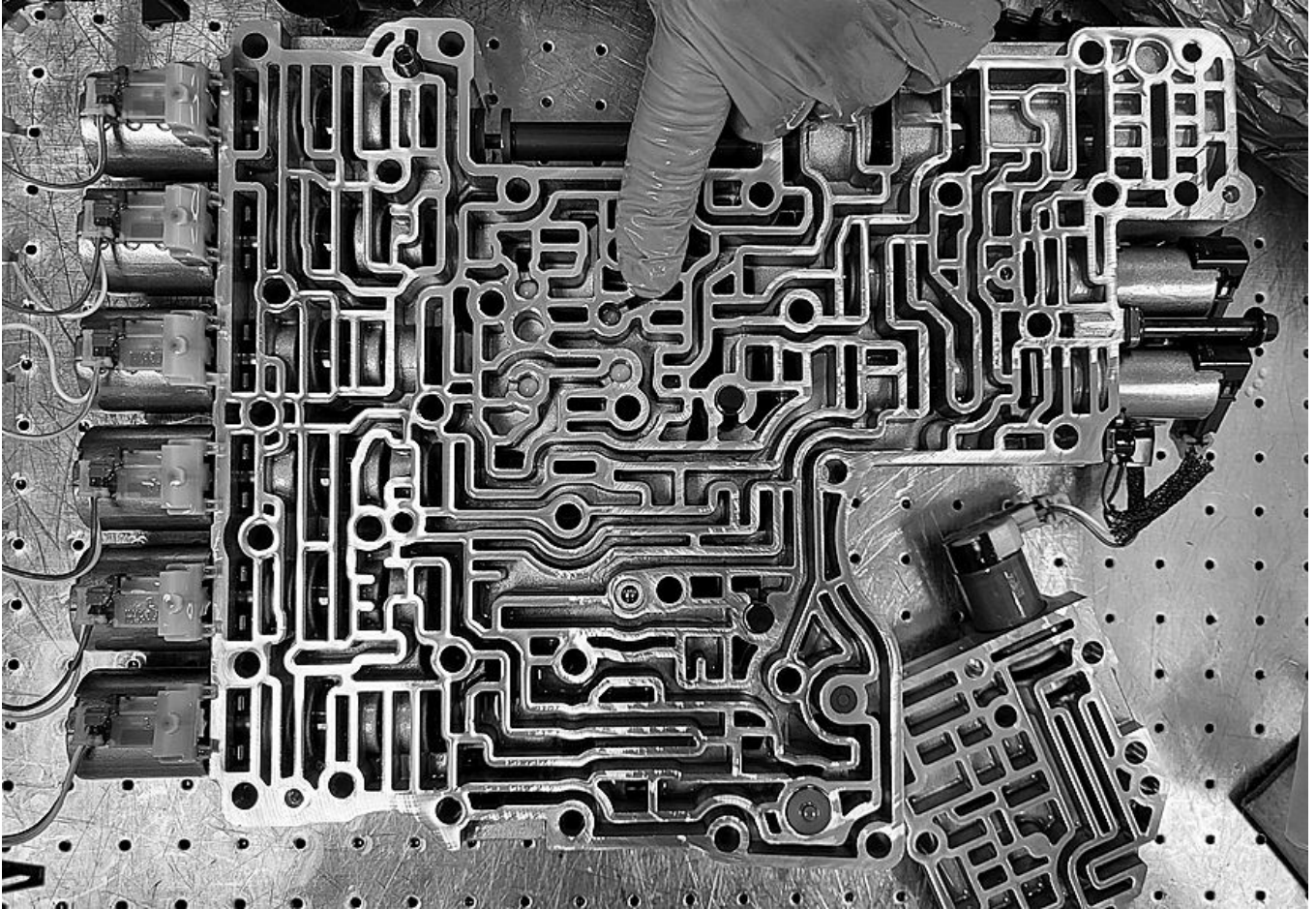
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11. Split the assembly in half.
12. Verify that the 5 check balls remain in the control valve body.



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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.



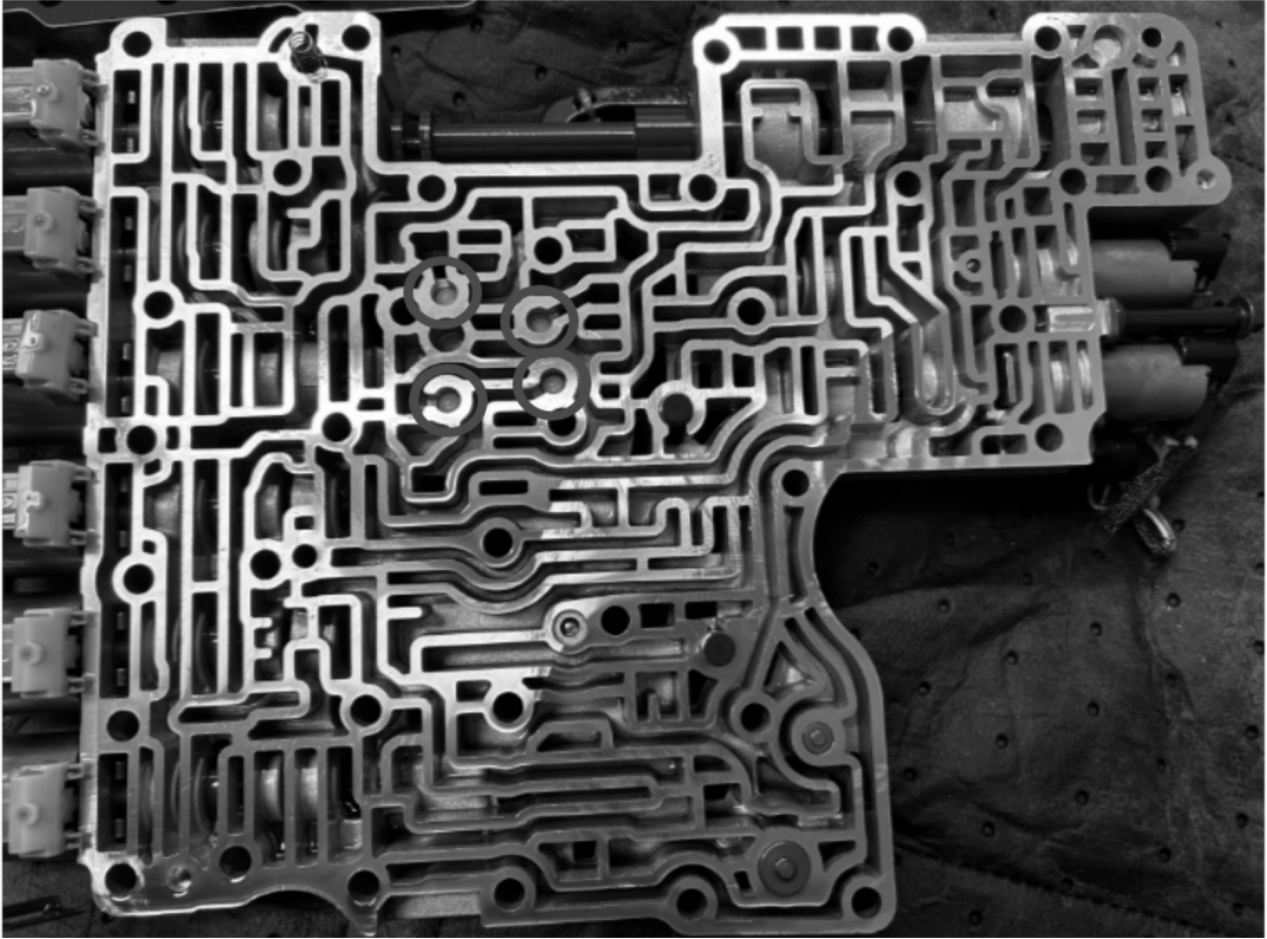
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**Note:** The parts section indicates to order 5 check balls. Replacement of the undersized check ball is all that is required. The extras were suggested in the event some are misplaced or damaged in the disassembly process.

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

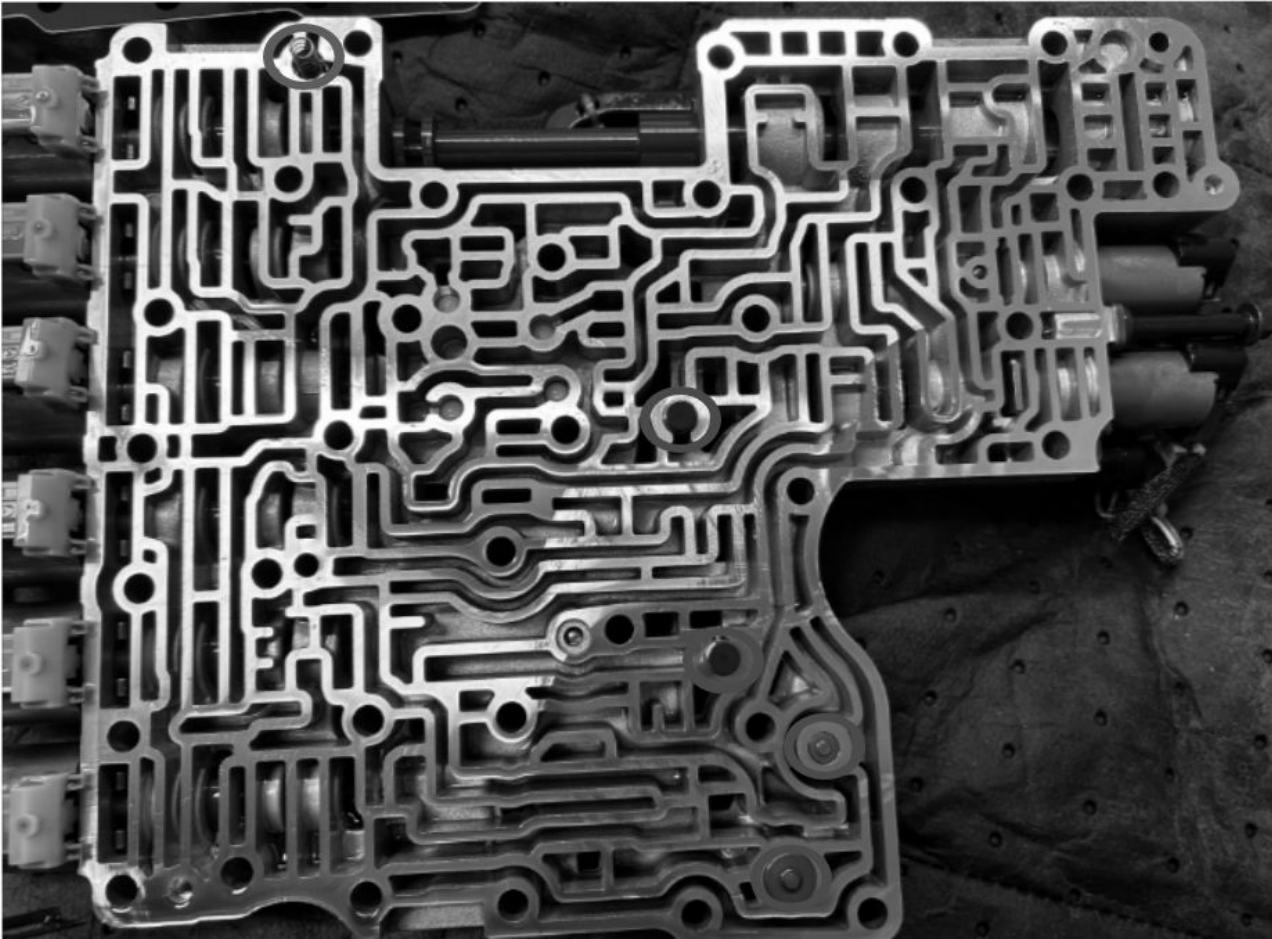
- If needed, press the check ball out from the solenoid body cover side using caution when doing this to prevent parts from falling out of the solenoid body.

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



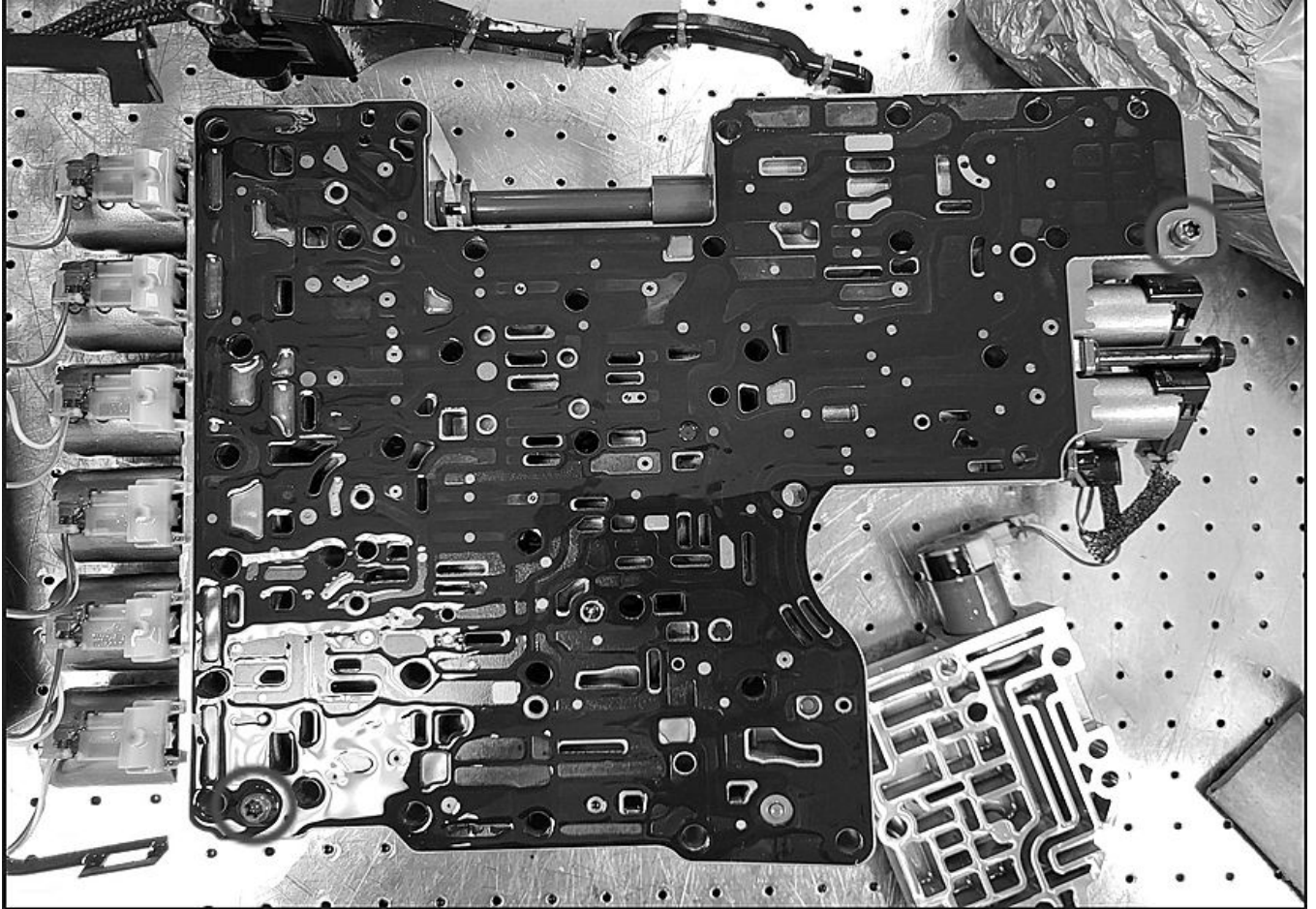
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18. Ensure all check balls are in place in solenoid body.



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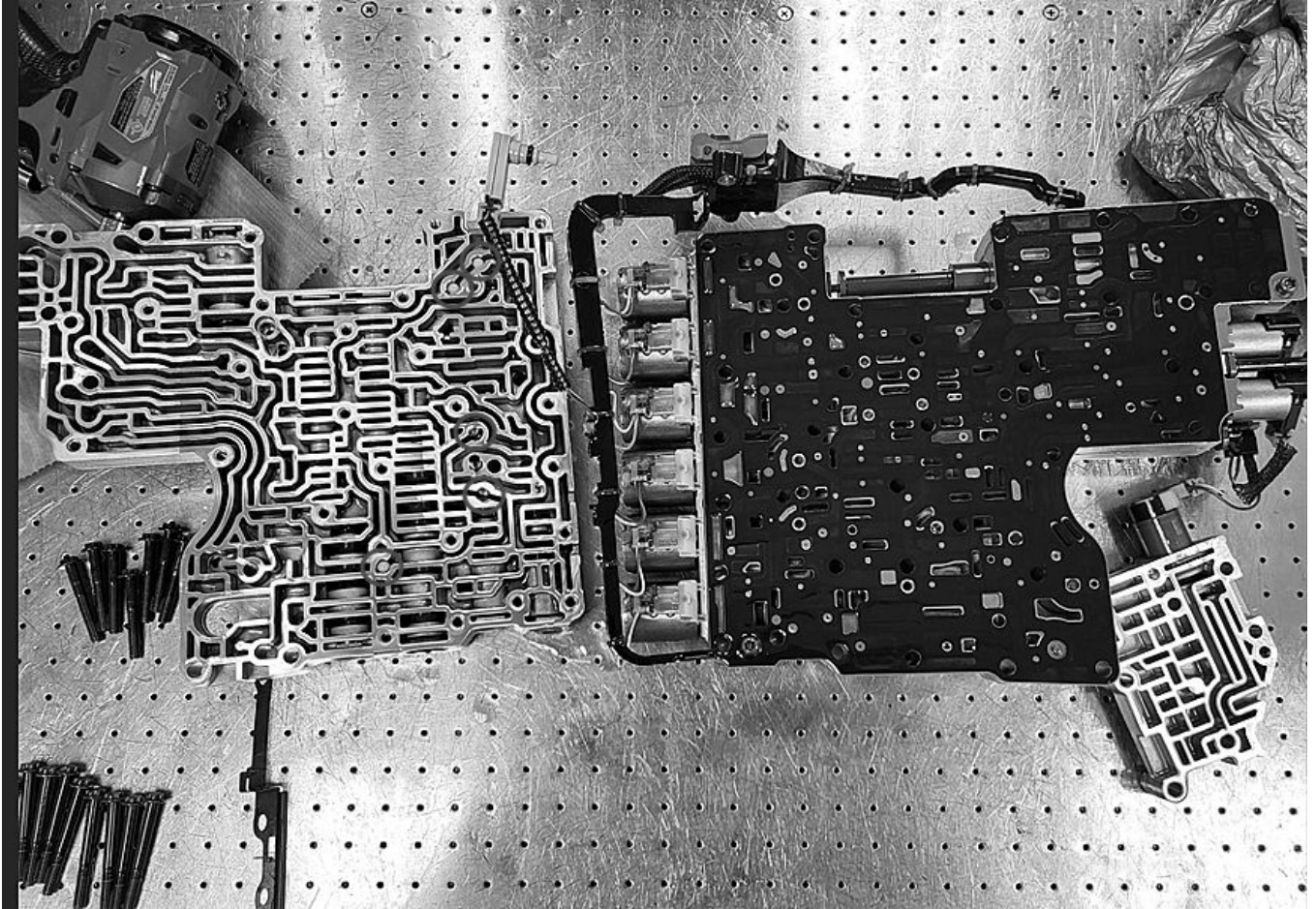
19. Ensure the spring check valves and the VFS damper are in place in solenoid body prior to putting on replacement spacer plate.



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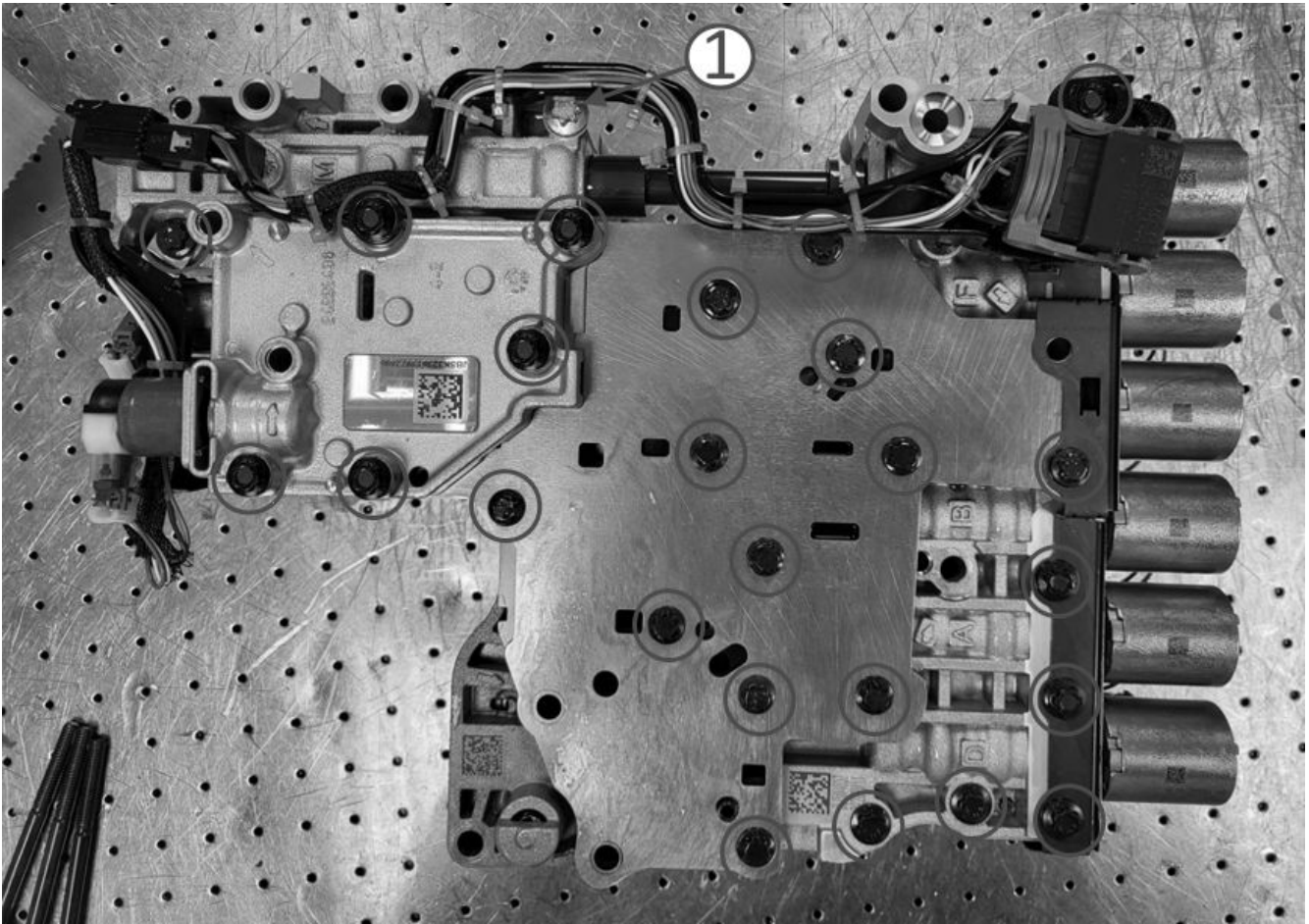
20. Place new spacer plate on solenoid body and run down spacer plate bolts.

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



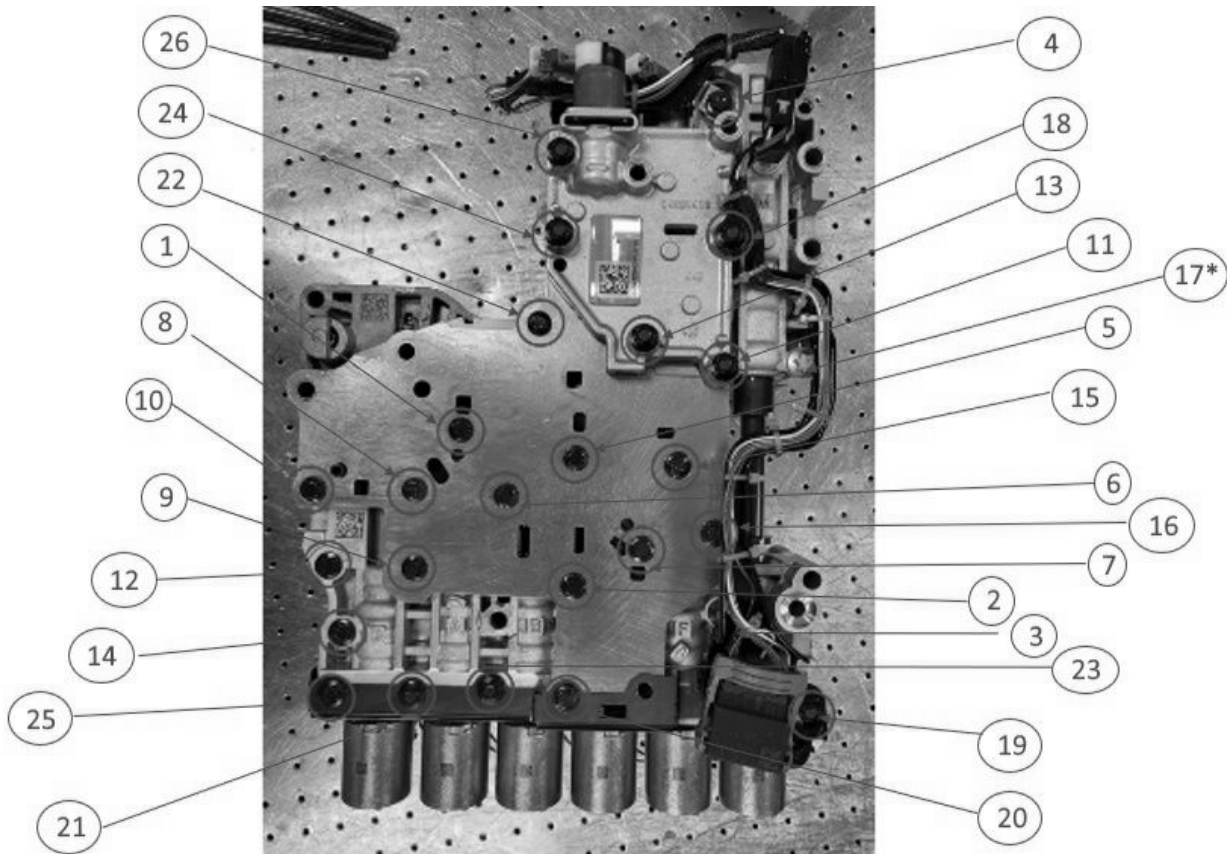
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21. Take solenoid body half and set on top of valve body half – make sure harness is out of the way. There are 2 locating dowels on the valve body used for alignment.
22. Stand valve body on its side with the solenoids on the base.
23. Place thermistor back into cover side and rotate until anti-rotation feature is aligned into cast slot.
24. 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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25. 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).

26. 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*.

**Note:** Characterization and Service Fast Learn (SFL) are not required for this repair.

### 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) L84, L87, LGX, LT1, LT4	24299519	1
X	PLATE ASM-C/VLV BODY SPCR (W/ GSKT) LM2, LZ0	24299518	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
N/A	SEAL-EXH MANIF PIPE (L) - L84, L87	15035747	1
N/A	SEAL - EXH MANIF (R) - L84, L87	15077362	1
N/A	SEAL-A/TRNS AUX FLUID PUMP	24047734	1

Causal Part	Description	Part Number	Qty
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
8486508*	Spacer Plate and Check Ball Replacement for All Camaro	1.8 hrs
	Spacer Plate and Check Ball Replacement for 2021 - 2023 LM2, LZ0	2.1 hrs
	Spacer Plate and Check Ball Replacement for 2021 L84, L87	3.9 hrs
	Spacer Plate and Check Ball Replacement for 2022 L84, L87 (J21)	3.9 hrs
	Spacer Plate and Check Ball Replacement for 2022 L84, L87 (J22)	3.5 hrs
	Spacer Plate and Check Ball Replacement for L84, L87	3.5 hrs
Add	With ULV	0.3 hr

\*This is a unique Labor Operation for bulletin use only.

<b>Version</b>	4
<b>Modified</b>	Released March 27, 2025 Revised June 05, 2025 - Add Second Important Statement under Subject. Revised August 26, 2025 – Updated the first Important statement. Revised September 03, 2025 - Updated Part Numbers 15035747 and 15077362 to Add L87.

