



Service Bulletin

Bulletin No.: 24-NA-262

Date: June, 2025

INFORMATION

Subject: Diagnostic Tip for 10L1000 Transmission Noise

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission :
		from	to	from	to		
Chevrolet	Silverado 2500HD/ 3500HD	2020	2025			L5P, L8T	MGM, MGU, MKM
GMC	Sierra 2500HD/ 3500HD						

Involved Region or Country	United States, Canada, Middle East, Israel, Palestine, Australia/New Zealand
Condition	Some customers may comment on whine noises from the automatic transmission.
Information	To aid in transmission diagnosing, refer to the noise examples below.

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.

Potential Noises Found in Park

Park-Transmission Oil Pump Aeration/Cavitation

Aeration is the introduction of air into the transmission fluid (pump inlet).

Erratic whining sound due to uneven distribution of air.

Cavitation occurs when cavities are formed due to a drop in fluid pressure (outlet).

Rattling, whirling/roaring or grinding sounds are all possible.

75°C (167°F) Pump Aeration Cavitation 900 RPM Steady State

75°C (167°F) Pump Aeration Cavitation 650-1500 RPM Sweep

Common Causes:

- Low fluid level
- Plugged/mis installed filter



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- Torn/damaged filter O-ring
- Transmission running max line pressure due to DTCs

Park Transmission Oil Pump Gear Mesh Whine

Unlike previous generation HD transmissions (6 speed), the 10 speed Allison model transmission utilizes a (3) spur gear design (driven off of the torque converter) to drive the transmission oil pump.

Due to the 3–spur gear design, some transmissions may exhibit a whine noise while in park or driving and may get louder as engine speed or transmission temperature increases.

Isolating the whine to the oil pump gears can often be done by replicating the complaint in park and sweeping engine speed slowly from base idle to 2500 RPM.

If whine can be reproduced in park, replacement of the transmission front support and/or transmission oil pump often corrects the whine complaint.

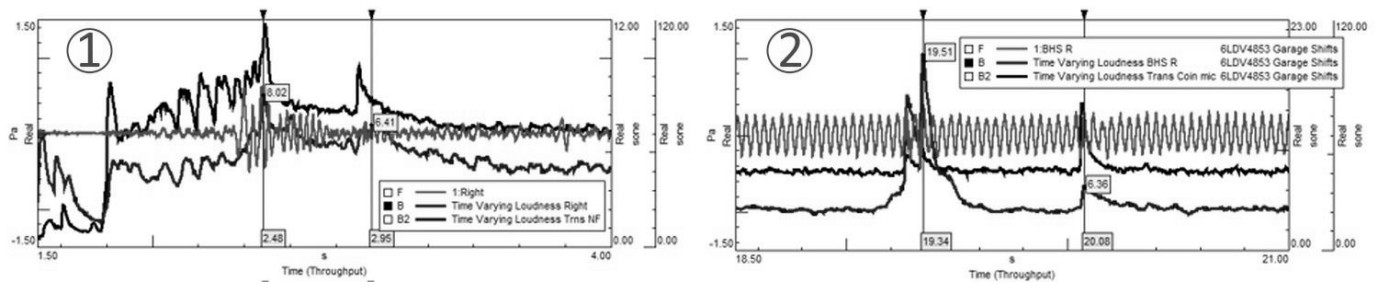
Start Up/Garage Shift Clunk

Described as an infrequent audible thud that delayed 400–700ms after either a key start or garage shift event.

Severity of thud depends on the load that's placed on the driveline.

Previous root cause work determined noise is related to the C2 clutch application at high line pressure causing the rotating components in park to stop too quickly.

C2 clutch calibration has been modified to assure the C2 knockdown area is pressurized in park and neutral when C2 is being applied.



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Key Start

Garage Shift

Common Complaints in Drive

Reaction Gearset Whine (Gearset One)

With variation in gear tooth finish and positional control, some customers may experience whine from the reaction planetary gearset during light to moderate driving conditions.

Most common conditions to hear whine from the reaction gearset is in 4th and 5th gear (20-35 MPH) (32-56 KPH).

Reaction gearset is active in gears 3-6 and 8-10 so depending on severity it may be possible to hear in gears other than 4/5.

Frequency of whine will change as transmission shifts gears due to component rotation speeds being changed.

Utilizing manual tap to shift through gears is a good way to verify what gears whine in present in.

The noise should be evaluated with the windows up, the HVAC system on with the fan speed on a low or medium speed and the radio on at a low volume. If the noise is not heard above these conditions, it should be considered characteristic. Attempting repairs will most likely not correct the level of the noise.

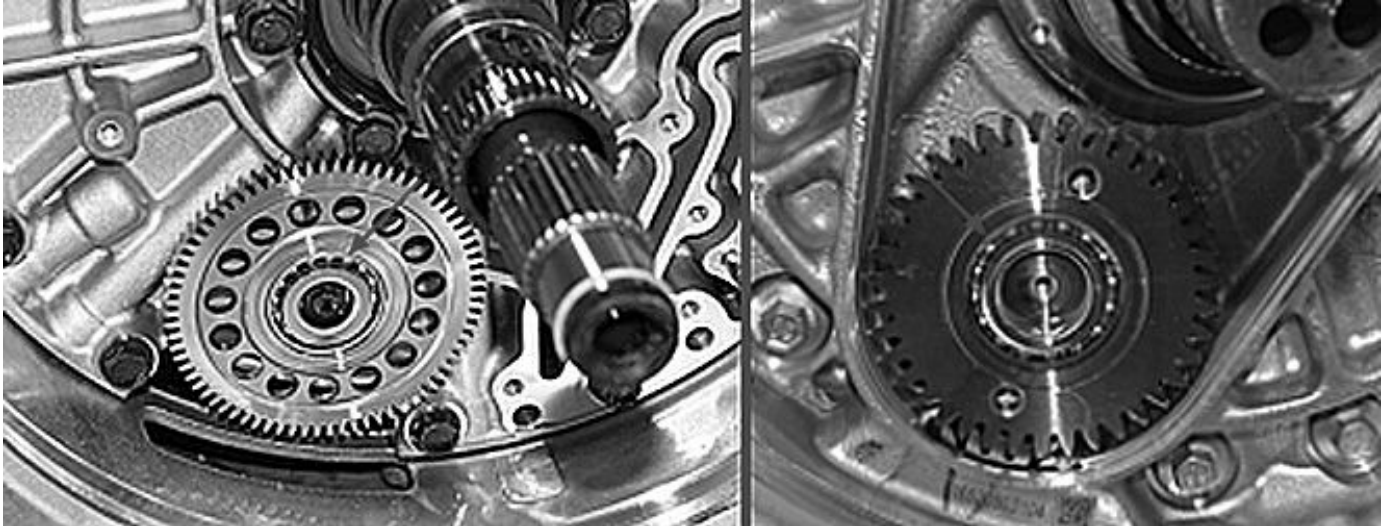
If possible, the vehicle should be compared to a like vehicle with the same engine and transmission combination.

If the noise level is above the conditions listed above the 1-2-3-4-5-6-Rev Clutch Hub with Reaction Internal Gear (K01), Reaction Carrier (83) and the Reaction Sun Gear (84) should be replaced.

Note: The Reaction Internal Gear is manufacturing using a skiving machining process. The gear may appear to be wavy in appearance. This appearance is due to the skiving process.

Note: Whine from the reaction gearset should not be present in 7th gear due to the 1:1 ratio and gears being locked. If whine is present in 7th gear, issue likely lives with some other component.

Underbody Gear Rattle (7th Gear Only)



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While rare, rattle during light acceleration (10–15% throttle) in 7th gear only may be observed.

Size of the idler gear inner diameter can affect the interference fit of the pressed in bearing reducing the overall axial/radial clearance of the bearing balls.

The gear free lock will increase or decrease depending on that interference fit:

- High interference fit can create gear rattle
- Low interference fit does not produce rattle

Increasing line pressure can reduce rattle by overcoming the drag torque.

Note: The feature to change line pressure using Techline Connect is not active, otherwise that would be a means to verify.

Version	2
Modified	Released November 25, 2024 Revised June 03, 2025 - Updated the Information in the Common Complaints in Drive section