



PERSONAL SERVICE LAB

MASTERS OF CARE

MC20 – Gearbox diagnosis and repairability

IMPORTANT NOTICE This bulletin supersedes MAS004558 DS 25-03 released on February 4, 2025. It includes updated information. Please discard all previous versions.

DATE: April 9, 2026

This diagnosis sheet is issued to provide guidance for the correct troubleshooting of MC20 transmission anomalies and the newly available lower-level repair options.

Maserati has also introduced, via MDEVO, a new procedure called DCTM Service Fast Learn. This routine can be used to resolve issues related to hydraulic valve sticking and performs a bleed cycle and relearn to address pressure-related problems.

SECTION: 03.10-1 (GEARBOX).

MODEL: M240 MC20 & MC20 Cielo from MY22+ (for MY22, DCTM Service Fast Learn is only available after updating the DCTM SW version. Additional details in section 1.1).

DESCRIPTION OF THE ISSUE: Transmission warning light on, with one or more of the following DTCs stored in the DCTM:

DTC Type	DTC Code	DTC naming
1	P0746	Pressure Control Solenoid "A" Performance/Stuck Off
1	P0747	Pressure Control Solenoid "A" Stuck On
1	P0776	Pressure Control Solenoid "B" Performance/Stuck Off
1	P0777	Pressure Control Solenoid "B" Stuck On
1	P0796	Pressure Control Solenoid "C" Performance/Stuck Off
1	P0797	Pressure Control Solenoid "C" Stuck On
1	P080E	Transmission System Pressure Relief Valve Performance
1	P0867	Transmission Fluid Pressure
1	P0868	Transmission Fluid Pressure Low
1	P0869	Transmission Fluid Pressure High
1	P2714	Pressure Control Solenoid "D" Performance/Stuck Off
1	P2715	Pressure Control Solenoid "D" Stuck On
1	P2723	Pressure Control Solenoid "E" Performance/Stuck Off
1	P2724	Pressure Control Solenoid "E" Stuck On
1	P2808	Pressure Control Solenoid "G" Performance/Stuck Off
1	P2809	Pressure Control Solenoid "G" Stuck On
1	P2817	Pressure Control Solenoid "H" Performance/Stuck Off
1	P2818	Pressure Control Solenoid "H" Stuck On
1	P2853	Clutch "A" Pressure Discharge Performance

1	P2854	Clutch "B" Pressure Discharge Performance
1	P2855	Clutch "A" Pressure Charge Performance
1	P2856	Clutch "B" Pressure Charge Performance
1	P2A18	Limited Slip Differential Pressure Too High
1	P2A19	Limited Slip Differential Pressure Too Low
2	P07E4	Unable to Engage Park
2	P07E6	Stuck in Park
2	P2820	Pressure Control Solenoid "J" Performance/Stuck Off
2	P2821	Pressure Control Solenoid "J" Stuck On
2	P08C4	Pressure Control Solenoid "M" Performance/Stuck Off
2	P08C5	Pressure Control Solenoid "M" Stuck On
2	P27B9	Pressure Control Solenoid "N" Performance/Stuck Off
2	P27BA	Pressure Control Solenoid "N" Stuck On
2	P27C1	Pressure Control Solenoid "P" Performance/Stuck Off
2	P27C2	Pressure Control Solenoid "P" Stuck On
2	P27C9	Pressure Control Solenoid "R" Performance/Stuck Off
2	P27CA	Pressure Control Solenoid "R" Stuck On
2	P27D1	Pressure Control Solenoid "S" Performance/Stuck Off
2	P27D2	Pressure Control Solenoid "S" Stuck On
2	P2829	Pressure Control Solenoid "K" Performance/Stuck Off
2	P282A	Pressure Control Solenoid "K" Stuck On
2	P284D	Shift Fork "A" Unrequested Movement
2	P284E	Shift Fork "B" Unrequested Movement
2	P284F	Shift Fork "C" Unrequested Movement
2	P2850	Shift Fork "D" Unrequested Movement
2	P286A	Shift Fork "E" Unrequested Movement
2	P072B	Stuck In Reverse
2	P072C	Stuck in Gear 1
2	P072D	Stuck in Gear 2
2	P072E	Stuck in Gear 3
2	P072F	Stuck in Gear 4
2	P073A	Stuck in Gear 5
2	P073B	Stuck in Gear 6
2	P073C	Stuck in Gear 7
2	P073E	Unable to Engage Reverse
2	P073F	Unable to Engage Gear 1
2	P074A	Unable To Engage Gear 2
2	P074B	Unable To Engage Gear 3
2	P074C	Unable To Engage Gear 4
2	P074D	Unable To Engage Gear 5
2	P074E	Unable To Engage Gear 6
2	P074F	Unable To Engage Gear 7
2	P07D7	Stuck in Gear 8
2	P07D8	Unable To Engage Gear 8
2	P1CAD	Gear Shift Actuator 1 Disengage Failure
2	P1CAE	Gear Shift Actuator 2 Disengage Failure
2	P1CAF	Gear Shift Actuator 3 Disengage Failure
2	P1CB1	Gear Shift Actuator 1 Engage Failure
2	P1CB2	Gear Shift Actuator 2 Engage Failure
2	P1CB3	Gear Shift Actuator 3 Engage Failure

REPAIR PROCEDURE

1. Read the DTCs stored in the DCTM and verify they are included in the table above. For MY22 vehicles proceed to step 1.1, for all others begin at 1.2.

- 1.1. MY22 vehicles only: Using the diagnostic tool, check that the value of Variable F188 in the DCTM is included in Table "A":

Table A	F188	SW Part Number
	eLSD	673017235
	mLSD	673017237
	eLSD Low Drag	673017236

- If present, proceed to step 1.2.
- If not present, check if it is included in Table "B":

Table B	F188	SW Part Number
	eLSD	670217669 or 673014262
	mLSD	670222484 or 670296739
	eLSD Low Drag	670292950 or 670296738

- If present, update the DCTM ECU software and, after the update, verify that the SW version matches Table "A"; then proceed to 1.2.
- If not present, the routine cannot be applied due to technical limitations related to the DCTM SW version.

- 1.2. Using the diagnostic tool, launch the "DCTM Service Fast Learn" procedure from the DCTM.

2. Road test the vehicle and check whether the reported issue and related DTCs can be reproduced:

- 2.1. If NO: Replace the transmission oil and oil filter (item #23 in Section #03.10-1 of the Parts Catalogue), then perform an additional road test. If successful, the vehicle can be released.

- 2.2. If YES: Recheck the DTCs stored in the DCTM:

2.2.1. If the DTC is classified as Type 1 (according to the table above): The mechatronic unit may be defective; refer to the handling procedure for components listed under Tutorship.

2.2.2. If the DTC is classified as Type 2 (according to the table above): Start the engine and, as soon as parameter 1F3D – Transmission Sump Oil Temperature Read in the DCTM exceeds 80°C, record and save a log acquisition of the following DCTM parameters with engine idling, transmission in P, and without pressing the brake:

- ➔ 1F35 - System Pressure Sensor Raw with Zero Correction
- ➔ 1EFA - System Pressure Sensor Raw
- ➔ 1F37 - System Pressure Target

Acquisition duration: 5 minutes.

Sampling time: 100 ms.

NOTE: System pressure should remain between 20 and 30 bar when the engine is running or the vehicle is being driven; commanded pressure will vary within this range based on torque demand. For diagnostic purposes, it is essential to check for pressure oscillations or frequent drops below 5 bar, which indicate that the system pressure control valve is struggling to maintain stable pressure.

- If pressure is stable, it is likely that the complete transmission must be replaced; refer to the handling procedure for components listed under Tutorship.
- If pressure is unstable, refer back to Step 2.2.1.

Warranty Claim Information:

Description	Code
Defect Code	25 – Non-Functioning – Failure
Component Code	3.10.060 (Complete Automatic Transmission)
Operation Code	
<ul style="list-style-type: none"> • OBD/EOBD Check • DCTM SW Update (if required) • DCTM Self Fast Learn • Vehicle Road Test • Transmission Oil Filter Cartridge (if required) 	<ul style="list-style-type: none"> 0.20.013.0 (0.20h) 3.10.147.9 (0.20h) 3.10.147.G (0.25h) 0.20.001.1 (0.25h) 3.10.157.0 (0.30h)

Any warranty repairs must include evidence of the steps listed above, attaching them to the relevant Blue on Line case (if required per current Blue on Line Policies) or to the warranty claim, following guidelines per TDA-01.

We remain available for any further clarification.

Kind regards

TECHNICAL SERVICE OPERATIONS