



Preliminary Information

PIP5819B VT40 Transmission Setting DTC P2714

Product Investigation Review Required

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Buick	Encore GX	2020 - 2023	All	All	All	VT40 CVT Automatic (MRG)
Chevrolet	Malibu	2019 - 2023	All	All	All	VT40 CVT Automatic (MRG)
Chevrolet	Trailblazer	2021 - 2023	All	All	All	VT40 CVT Automatic (MRG)

Involved Region or Country	North America and NA exports
Condition	Some customers may comment on a loss of forward gear, slipping, and/or a check engine light on. Technicians may find the following DTC set in the Transmission Control Module (TCM) P2714: Transmission Control Solenoid Valve 4 Stuck Off
Cause	Note: This condition may be intermittent or not reproducible This condition may be caused by the clutch regulator valve sticking in the valve body; Damage to the forward clutch piston and/or wear in the Primary Pulley Bearing Bore causing damage to the case.

Correction:

Verify DTC P2714 is set current or history .

Verify the transmission fluid is at the proper level following document 4818020.

Note: The transmission fluid temperature must be between 60°-80°C (140°-176°F) to properly check the fluid level and to perform the following procedures.

If the fluid level is correct, with the transmission at operating temperature, drive the vehicle and see if there is a slip or lack of engagement in drive.

If there is no slip in drive, clear the DTC'S.

Drive the vehicle, making sure the vehicle is at operating temperature.

If the DTC does not immediately reset and there is no slip condition or no loss of drive felt, perform 3 to 4 WOT accelerations.

If the DTC does not reset, replace the valve body (Not the solenoid valve body) and re-evaluate.

If DTC P2714 resets, check the following:

- No forward motion but does have reverse
- Slips under heavy acceleration
- The DTC or the concern is repeatable
- If there is a drop in Primary and Secondary pulley pressure drop due to leak
- Or if the Primary and Secondary Pulley pressure drop on auto stop
 - Pressure on auto stop should be around 400 kPa
 - If below 300 kPa there could be piston seal leak

If there is a loss of drive, slipping, the fluid has a burnt odor, or any of the above indicators are present, the transmission will need to be disassembled and inspected.

With the transmission disassembled, inspect the Forward Clutch Piston for damage along the side as shown.



If the Forward clutches are worn and there is damage seen to the Forward Clutch Piston then replace the Forward Clutch Piston and Housing and the applicable apply components as needed

If there is no damage to the Forward Clutch Piston, inspect the pump for signs of wear.

Note: The first 2 pictures show the outside of the pump, and the second 2 pictures show the wear that is found internal to the pump when wear to the Primary Pulley Bearing Bore is found .







If signs of wear are seen as shown, this indicates the Primary Pulley Bearing has spun in the bore and is allowing the Turbine Shaft to become off center. When this happens, it causes a pressure leak.

If this concern is found, the transmission will need to be replaced.

Note: The Primary Pulley Bearing is installed on the inside of the case on the primary pulley, this area of the transmission cannot be accessed for inspection, inspection of the pump for DTC P2714 and no concern found with the Forward Clutch Piston is critical.

Parts Information

Description	Part Number	Quantity
Control Valve Body	See Electronic Parts Catalog (EPC)	1
Forward Clutch Piston	See EPC	1
Forward Clutch Plate (Fiber)	See EPC	2
Forward Clutch Apply Plate	See EPC	1
Forward Clutch Plate (Waved)	See EPC	1
Forward Clutch Plate (Steel)	See EPC	1
Forward Clutch Piston Dam	See EPC	1
Forward Clutch Piston Housing	See EPC	1
Transmission Assembly	See EPC	1

Warranty Information

For vehicles repaired under the Powertrain coverage, use the following labor operations. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
8463690	Control Valve Body Replacement	Use Published Labor Time
8465430	Forward Clutch Replacement	Use Published Labor Time
8464670	Transmission Replacement	Use Published Labor Time

Version History

Version	3
Modified	08/23/2021 - Created on. 12/17/2021- Updated model years, added direction to replace the Forward

Clutch Piston housing as required
01/03/2024- Updated to add 2023 Model Year



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