



Service Bulletin

Bulletin No.: 22-NA-258

Date: March, 2024

TECHNICAL

Subject: No Reverse When Temperatures Fall to -25°C (-13°F) or Colder, Malfunction Indicator Lamp (MIL) Illuminated - DTC P2732, P0776 and/or P18A1 Set

Attention: This Bulletin should only be applied to vehicles that have experienced temperatures of -25°C (-13°F) or colder for an 8 hour or longer cold soak. Vehicles not exposed to the cold temperatures will not benefit from the repair.

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Cadillac	Escalade Models	2021	2023				
Chevrolet	Silverado 1500	2021	2021			L84, L87, LM2, LZ0	MQB, MQC, MI2, MHT, MHS
	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				
	Suburban	2021					
Tahoe							
GMC	Sierra 1500	2021	2021				
	Sierra 1500 Limited (RPO J21, VIN Digit 5 = 8 / 9)	2022	2022				
	Sierra 1500 New (RPO J22, VIN Digit 5 = H / U)						
	Sierra 1500	2021	2023				
	Yukon Models						

Involved Region or Country	North America
Condition	<p>Some customers may comment on one or more of the following conditions:</p> <ul style="list-style-type: none"> • Mil Illuminated • No Reverse when cold outside. <p>Some technicians may find one or more of the following DTCs set in the Transmission Control Module (TCM):</p> <ul style="list-style-type: none"> • P0776: Transmission Control Solenoid Valve 2 Stuck Off • P18A1: Electronic Transmission Range Select Valve Performance - Stuck On • P2732: Transmission Control Solenoid Valve 6 Stuck Off
Cause	This condition may be caused by the Valve Body Spacer plate may have experienced a torn screen which caused a valve to stick; resulting in the above DTC's and/or loss of reverse.

Correction	Update the TCM to the latest software available and replace the control valve body. Note: The DTC's and/or no reverse condition may occur several miles and/or months after the cold weather event. Engineering inspections on returned parts have exhibited torn screens on valve bodies replaced in the summer months. However, the location and delivery date show that the vehicle would have experienced extreme cold weather.
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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

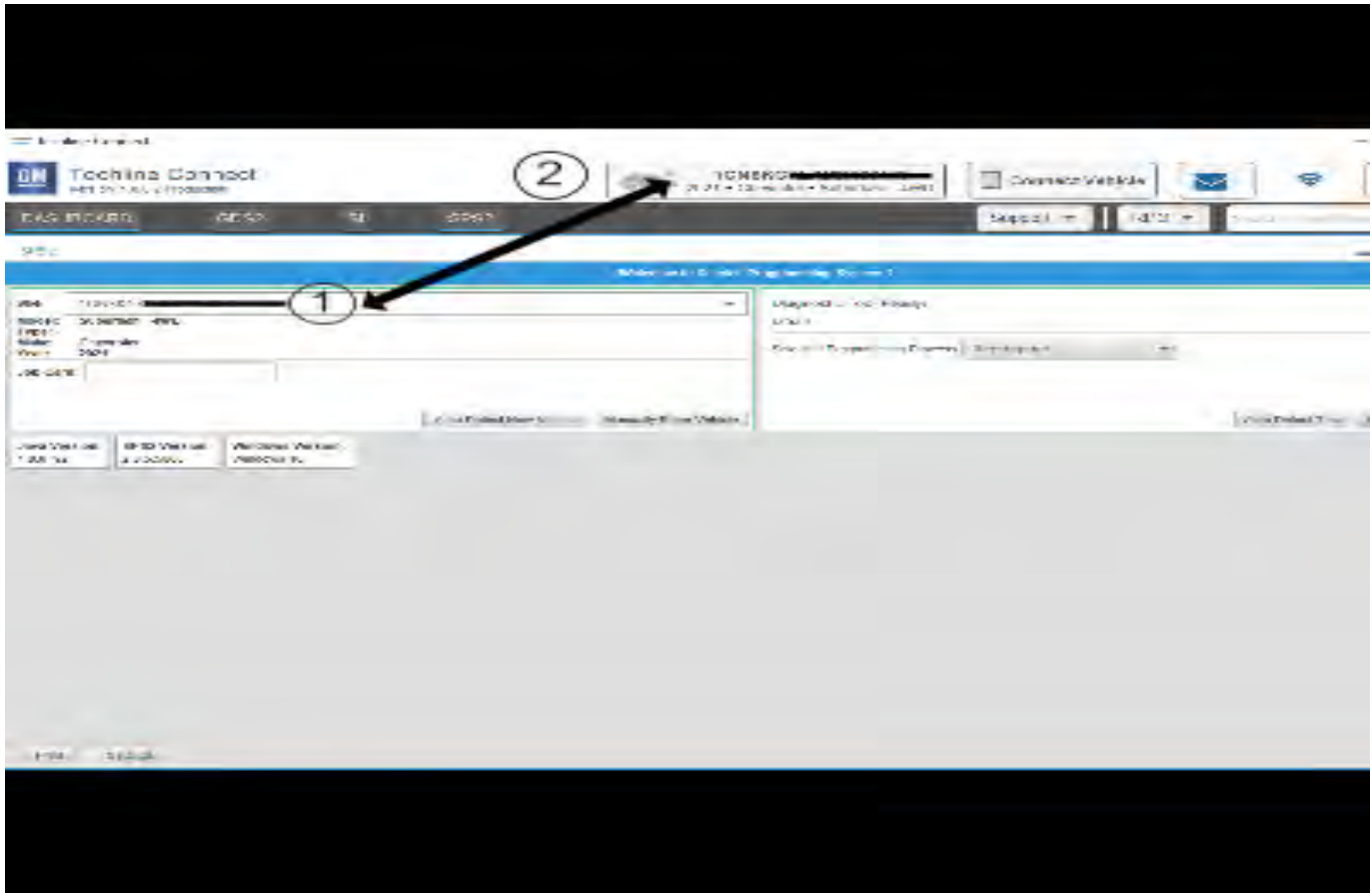
Caution: Before downloading the update files, be sure the computer is connected to the internet through a network cable (hardwired). DO NOT DOWNLOAD or install the files wirelessly. If there is an interruption during programming, programming failure or control module damage may occur.

- Ensure the programming tool is equipped with the latest software and is securely connected to the data link connector. If there is an interruption during programming, programming failure or control module damage may occur.
- Stable battery voltage is critical during programming. Any fluctuation, spiking, over voltage or loss of voltage will interrupt programming. Install a GM Authorized Programming Support Tool to maintain system voltage. Refer to www.gmdesolutions.com for further information. If not available, connect a fully charged 12 V jumper or booster pack disconnected from the AC voltage supply. DO NOT connect a battery charger.
- Follow the on-screen prompts regarding ignition power mode, but ensure that anything that drains excessive power (exterior lights, HVAC blower motor, etc) is off.
- Clear DTCs after programming is complete. Clearing powertrain DTCs will set the Inspection/Maintenance (I/M) system status indicators to NO.

Important: The service technician always needs to verify that the VIN displayed in the TLC left side drop down menu and the top center window match the VIN plate of the vehicle to be programmed prior to using Service Programming System 2 (SPS2) for programming or reprogramming a module.

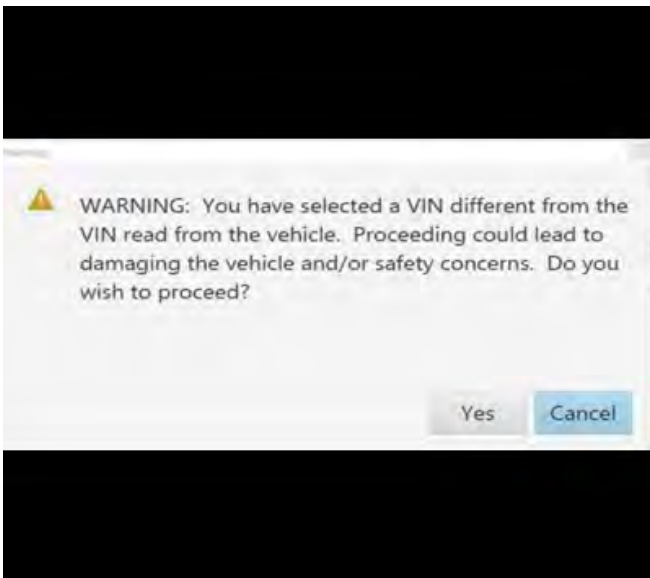
- For the TLC application, service technicians need to always ensure that the power mode (ignition) is "ON" before reading the VIN from the vehicle's VIN master module and that they do not select a VIN that is already in the TLC application memory from a previous vehicle.
- If the VIN that shows up in the TLC top center window after correctly reading the VIN from the vehicle does not match the VIN plate of the vehicle, manually type in the VIN characters from the vehicle VIN plate into the TLC top center window and use these for programming or reprogramming the subject module with the correct vehicle VIN and software and/or calibrations.
- The Engine Control Module (ECM) is the master module (for VIP vehicles) that TLC reads to determine the VIN of the vehicle. If the VIN read from the vehicle by TLC does not match the VIN plate of the vehicle, the ECM also needs to be reprogrammed with the correct VIN, software and calibrations that match the vehicle's VIN plate.
- The Body Control Module (BCM) is the master module (for GEM vehicles) that TLC reads to determine the VIN of the vehicle. If the VIN read from the vehicle by TLC does not match the VIN plate of the vehicle, the BCM also needs to be reprogrammed with the correct VIN, software and calibrations that match the vehicle's VIN plate.

Caution: Be sure the VIN selected in the drop down menu (1) is the same as the vehicle connected (2) before beginning programming.

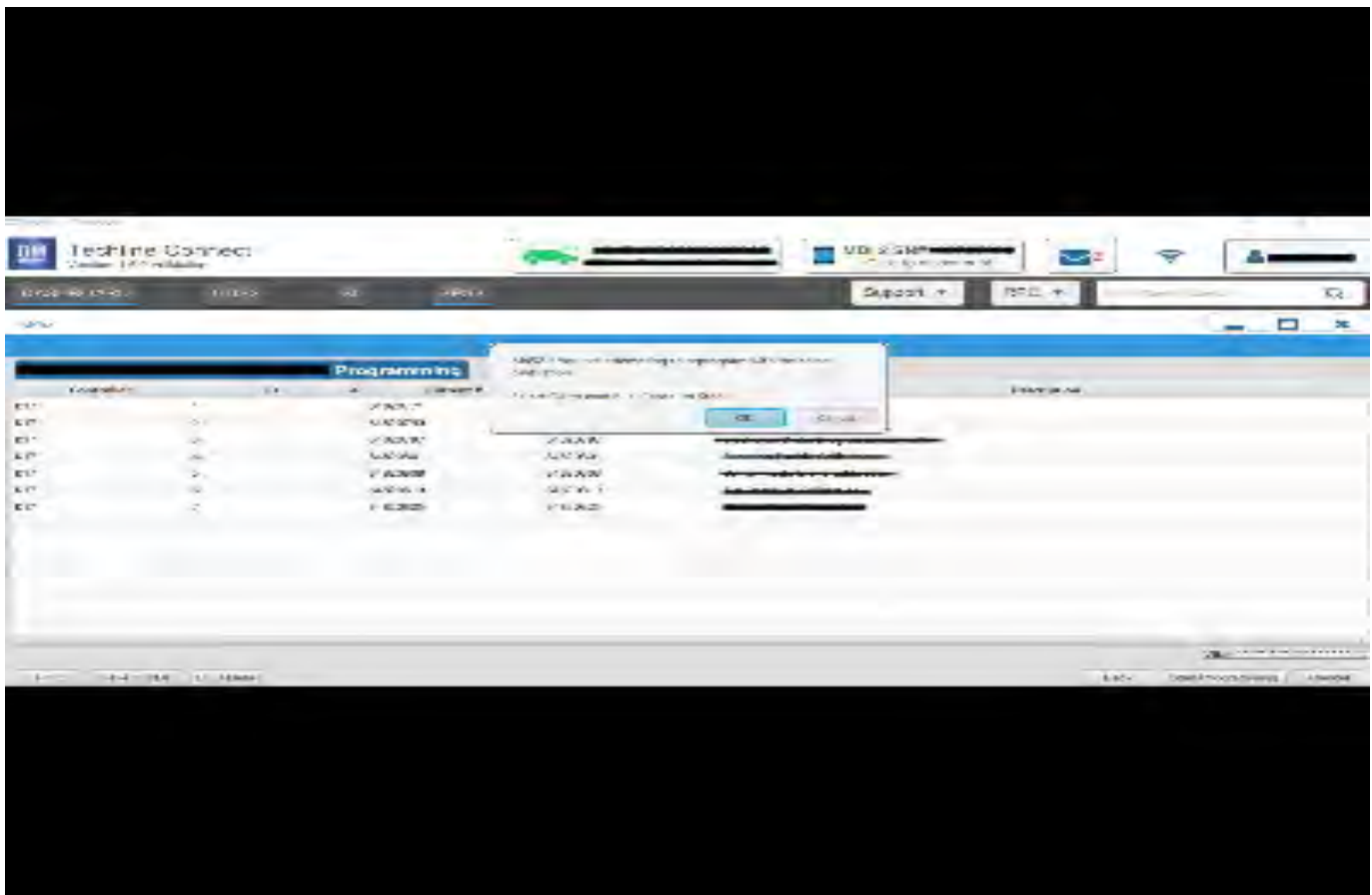


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Important: If the vehicle VIN DOES NOT match, the message below will be shown



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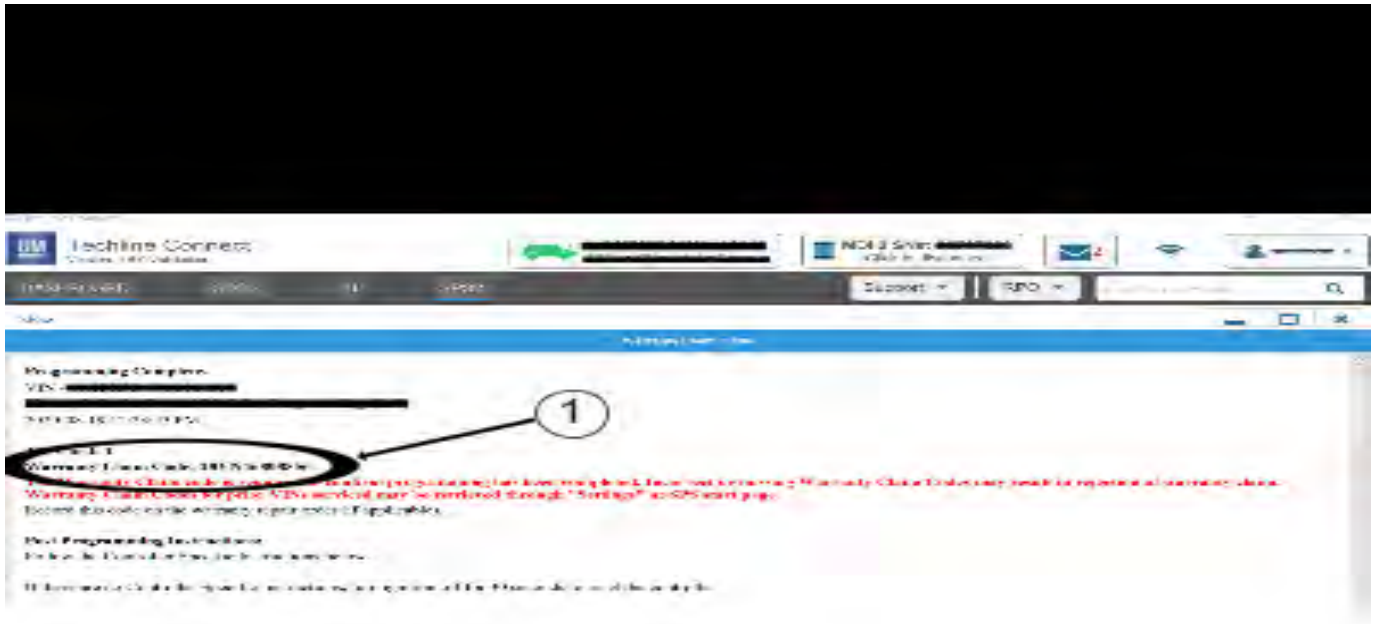


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Important: Techline Connect screens shown above.

Important: If the same calibration/software warning is noted on the TLC Summary screen, select OK and follow screen instructions. After a successful programming event, the WCC is located in the Service Programming System dialogue box of the SPS Summary screen. No further action is required. Refer to the Warranty section of the bulletin.

1. Replace the control valve body. Refer to *Control Valve Body Replacement in SI*.



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2. Reprogram the TCM. Refer to *Transmission Control Module Programming and Setup in SI*.

Note: The screenshot above is an example of module programming and may not be indicative of the specific module that is being programmed. Module selection and VIN information have been blacked out.

Important: To avoid warranty transaction rejections, you **MUST** record the warranty claim code provided on the Warranty Claim Code (WCC) screen shown above on the job card. Refer to callout 1 above for the location of the WCC on the screen.

3. Record SPS Warranty Claim Code on job card for warranty transaction submission.

Parts Information

Causal Part	Description	Part Number	Qty
X	VALVE, CONT (W/BODY and VLV)	24047996	1
N/A	SEAL-A/TRNS AUX FLUID PUMP	24047734	1
N/A	SEAL-EXH MANIF PIPE	15035747	1
N/A	SEAL-EXH MANIF PIPE	15077362	1
N/A	FLUID-A/ TRANS ULV (U.S.)	19352619 (U.S.)	As Required
N/A	FLUID-A/ TRANS ULV (Canada)	19352620 (Canada)	

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
8486228*	Diagnosing and Testing 10L80 Automatic Transmissions	0.5 hr
Add	Control Valve Body Replacement	2.6 hr
Add	Transmission Control Module Reprogramming with SPS for DTC P2732, P0776 and/or P18A1 Set	0.5 hr

*This is a unique Labor Operation for Bulletin use only.

Important: **To avoid warranty transaction rejections, carefully read and follow the instructions below:



Labour Time [\[Top\]](#)
Labour Operation Code:
Additional labour op code information: SPS Warranty Claim Code:



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- The Warranty Claim Code must be accurately entered in the "Warranty Claim Code" field of the transaction.
- When more than one Warranty Claim Code is generated for a programming event, it is required to document all Warranty Claim Codes in the "Correction" field on the job card. Dealers must also enter one of the codes in the "Warranty Claim Code" field of the transaction, otherwise the transaction will reject. It is best practice to enter the FINAL code provided by SPS2.

Warranty Claim Code Information Retrieval



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If the Warranty Claim Code was not recorded on the Job Card, the code can be retrieved in the SPS2 system as follows:

1. Open TLC on the computer used to program the vehicle.
2. Select and start SPS2.
3. Select Settings (1).
4. Select the Warranty Claim Code tab (2).

The VIN, Warranty Claim Code and Date/Time will be listed on a roster of recent programming events. If the code is retrievable, dealers should resubmit the transaction making sure to include the code in the SPS Warranty Claim Code field.

Overview of RPT.

Replacement Part Traceability (RPT) is a new dealer process to document and track critical part serial numbers via the Certified Service Mobile Toolbox (CSMT) application. A field action, service bulletin, or other communication will be issued any time there is a request for technicians to complete an RPT submission. Only critical parts will require an RPT, not every part replacement.

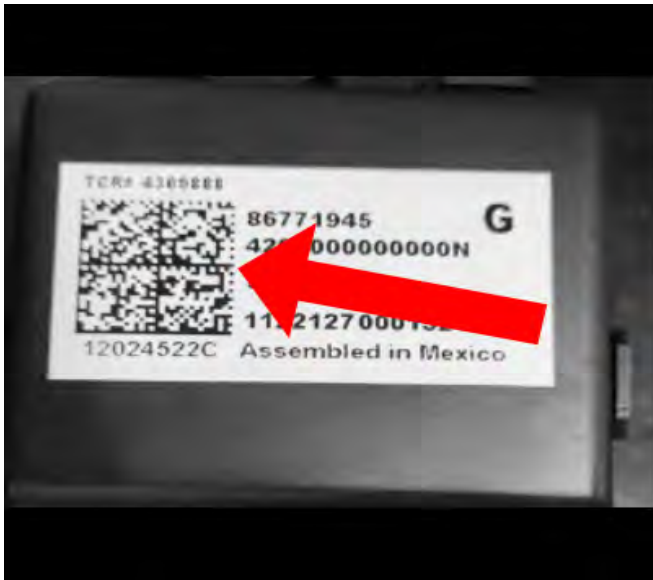
Submitting an RPT request is done using the RPT tool within the CSMT app. Technicians simply scan the VIN of the vehicle and the traceability barcode (barcode or QR code) of the new part being installed on the vehicle. Once scanned, the information is submitted through the CSMT app and stored in a GM database. That's the end of the process.

The free CSMT app, which also includes the Field Product Reporting and Pre-Repair Authorization tools, is available on the Google Play Store (Android devices) and the App Store (Apple devices).

By scanning critical part numbers using the Replacement Part Traceability function, GM will be able to reference replaced parts in the future. The exact parts that are on a vehicle will be known, even after a service part replacement.

The RPT process also simplifies the repair and claim submission processes. It eliminates the need of having technicians write down the 16-character serial number on the job card and for warranty administrators to input the serial number into GWM or DMS.

Refer to TSB 22-NA-070 for specific information on downloading the App to your mobile phone, and how to use/submit the new part serial number/QR code information claim and other related Q and A.



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If the App is already loaded to your phone, simply:

1. Scan the VIN (door pillar QR code or windshield VIN barcode) and
2. Scan the new part (QR code) and
3. Check the information and if correct then, Submit.

Failure to submit this serial number by RPT may cause the claim to reject.

Version	2
Modified	Released January 19, 2023 Revised March 18, 2024 - Added Silverado/Sierra 1500 to Models, Added 2023 to Model Year, Added LM2/LZ0 to Engine RPO, and Added MQB/M12/MHT to Transmission RPO section respectively.

