

A/T - No Reverse/3rd or 5th Gear/MIL ON/DTC P0776

TECHNICAL

Bulletin No.: 09-07-30-012F

Date: September 26, 2012

Subject: No Reverse, 3rd or 5th, Check Engine Light Illuminated, DTC P0776 (Replace 3-5 Reverse Clutch Plate (Waved)

Models:

2008-2009 Buick Enclave
2008-2009 Chevrolet Equinox, Malibu
2009 Chevrolet Traverse
2007-2009 GMC Acadia
2007-2009 Pontiac G6
2008-2009 Pontiac Torrent
2007-2009 Saturn AURA, OUTLOOK
2008-2009 Saturn VUE

All Equipped with 6T70/75 6-Speed Automatic Transmission (RPOs MH2, MH4, MH6 or MY9)

Supercede:

This bulletin is being revised to update the Warranty Information. Please discard Corporate Bulletin Number 09-07-30-012E (Section 07 - Transmission/Transaxle.

Condition

Some customers may comment about an SES light and/or no reverse and may also comment on a slip/flare or harsh shifts in drive range 3rd and/or 5th gear. Upon investigation, the technician may find DTC P0776 (Clutch Pressure Control (PC) Solenoid 2 - Stuck Off) set. Any one of the following codes may set independent of each other as a result of this wave plate breaking: P0777, P2723, P0717, P0716, P2715, P2714.

Cause

This condition may be caused by a broken 35R clutch wave plate allowing the apply piston to over-stroke the piston to leak and causing loss of apply. This normally will not occur before approximately 32,000 km (20,000 mi). Debris generated by the condition can affect the operation of the speed sensors and other clutches.

Parts Information

Part Number	Description	Qty
24254103	PLATE, 3-5 REV CLU (WAVED)	1

Warranty Information

Labor Operation	Description	Labor Time
K7407	3-5-Reverse Clutch Plate Replacement	Use Published Labor Operation Time
Note For diagnosis, reconditioning and other repairs, use Other Labor Hours (OLH).		
Note For reconditioning work beyond base repair, OLH must be documented by clock time when reconditioning begins and is completed. OLH should not be used for work included in the base repair time.		
Note For steering wheel angle and/or front toe adjustment times, refer to labor code E2000 and add the applicable base times to base labor hours.		

For vehicles repaired under warranty, use the table.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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Disclaimer

Correction

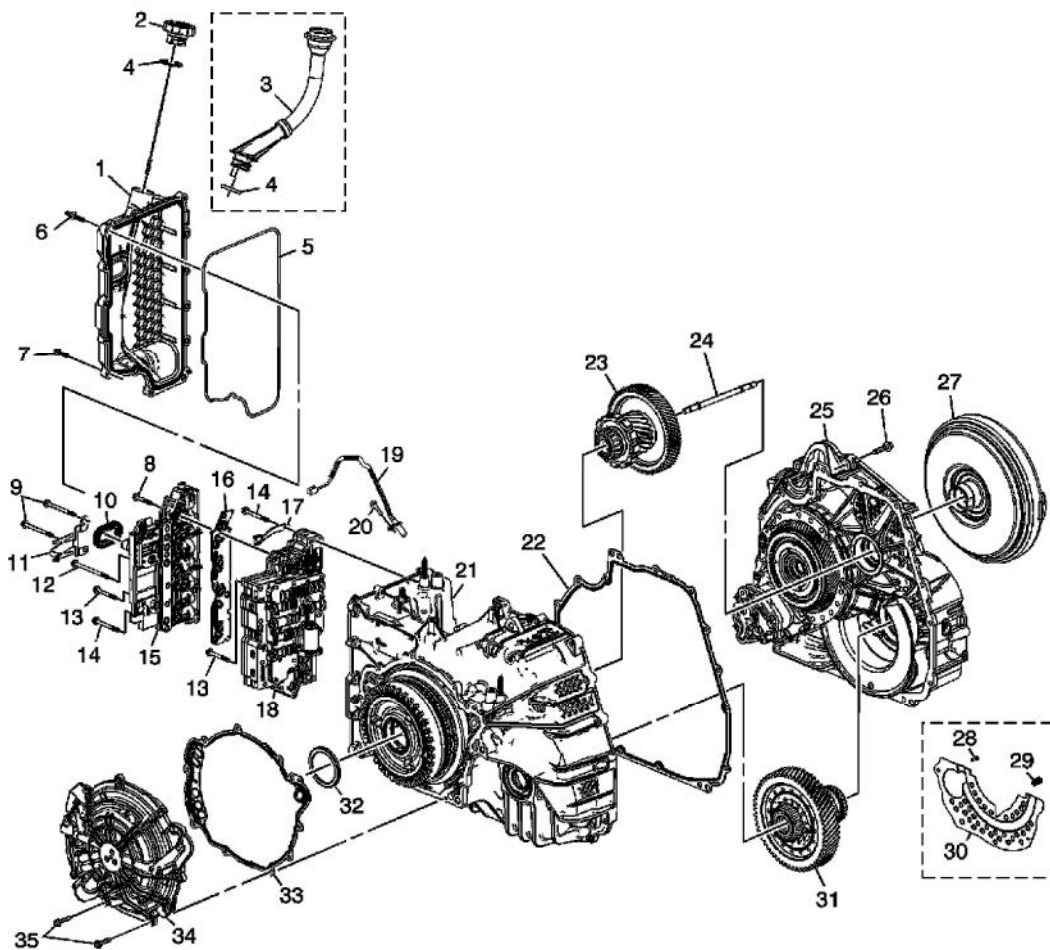
Correction

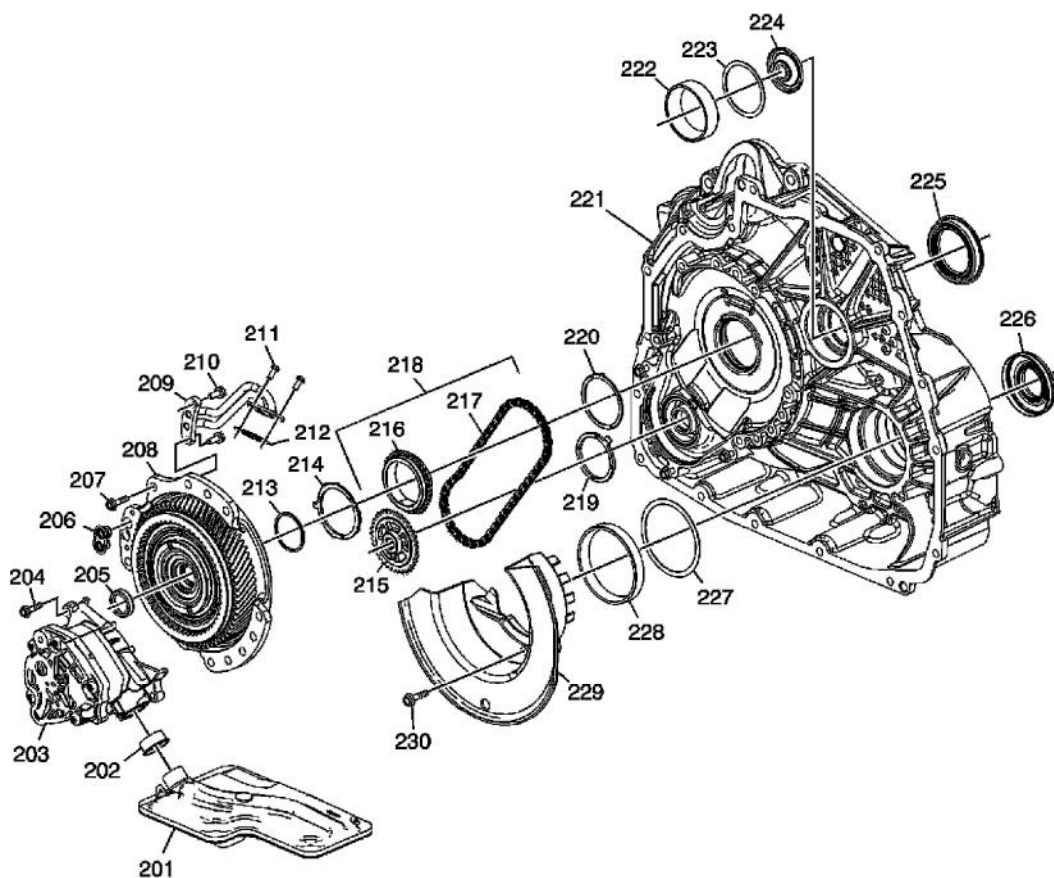
Important

It is recommended that a new plate be installed any time the transmission is disassembled for any reason.

Important

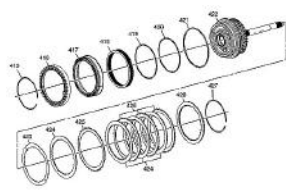
The control solenoid (w/body and TCM) valve assembly should not be washed in a parts cleaner. The control solenoid (w/body and TCM) valve assembly should not be replaced for any DTC unless SI diagnostics for the DTC have been completed and instruct to replace the part.





Important

Debris generated by the condition must be cleaned from the entire transmission and the pump fluid filter (201) and the control solenoid filter plate (16) must be replaced. Failure to separate the case halves, disassemble the transmission, clean the debris and replace the pump fluid filter (201) and the control solenoid filter plate (16) could lead to repeat transmission damage and repairs.



A new 3-5 reverse clutch plate (WAVED), P/N 24254103 (423), has been released to address this condition. Refer to SI for the appropriate repair instructions.

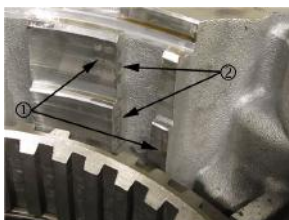
A broken 35R wave plate can generate varying amounts of debris inside the transmission. In most cases this debris has not passed through the pump fluid filter (201) damaging the pump, valve bodies or torque converter. This debris can be cleaned and the transmission successfully repaired.

In summary the following steps should be taken:

1. After removing the transmission from the vehicle, remove the case cover assembly (35). Inspect the case cover for damage. This part is serviced and can be replaced if it is damaged.
2. Remove the 35R/456 clutch housing assembly (422) and inspect it for a broken 35R wave plate (423).
3. Inspect the case (21) for damage caused by a broken wave plate as shown below.



- The snap ring groove, which is well below the 3-5-R wave plate area, is unlikely to be damaged. It should still be checked to verify the snap ring is fully seated and to be securely retained.



- Peening or wear of the face or edge of the case lugs that engage the steel clutch plates is normal and not cause for transmission replacement.



- Some degradation of the shelf for the 2-6 backing plate is acceptable as long as the plate can lie flat. A raised burr that prevents this can be removed using a de-burring tool, file or some other abrasive.

4. Remove the control valve body cover (1), control solenoid (w/body and TCM) valve assembly (15) and filter plate assembly (16).

5. Inspect the filter plate assembly (16) for the presence of metallic debris on the screens.

- If there is no debris on the screens, the pump fluid filter was effective and there is no debris in the pump or torque converter. Therefore the pump, torque converter and valve body do not need to be replaced. The transmission should be repaired.
- If there is debris on the screens, the pump and torque converter should be inspected further. Refer to SI procedure Transmission Fluid Pump Cleaning and Inspection for the pump. Refer to SI procedure Torque Converter Diagnosis for the section Torque Converter Replacement Guide.
- Fine metal particles that you cannot feel (traces of metal flakes/gray color to the fluid) are not reasons to replace the torque converter.
- Metal chips/debris that you can feel or that are found in the converter, or when flushing the cooler and cooler lines, indicate the torque converter should be replaced.

**Note**

The manufacturing process of the torque converter can cause the hub side to appear blue or darker in color while the lug side is a natural metal color. If the torque converter appearance is like this and no other reason is observed per the SI procedure for torque converter diagnosis, then the torque converter does not need to be replaced.



Marks such as these on the torque converter bushing are not a reason to replace the torque converter. They usually occur during removal of the transmission from the vehicle or removal/installation of the torque converter on the transmission and are caused by the bushing contacting the front differential transfer drive gear support (208) or the 3-5-R housing (422).

Also the marks are below the surface of the bushing and will not interfere with proper operation, however if there is a raised burr it can be removed with a de-burring tool or other abrasive.



6. Inspect the control solenoid (w/body and TCM) valve assembly (TEHCM) (15) pressure switches. The O-ring seals may be deformed but if they are attached, as shown above, the TEHCM should not be replaced; it should be reused. Deformed seals do not affect switch performance.



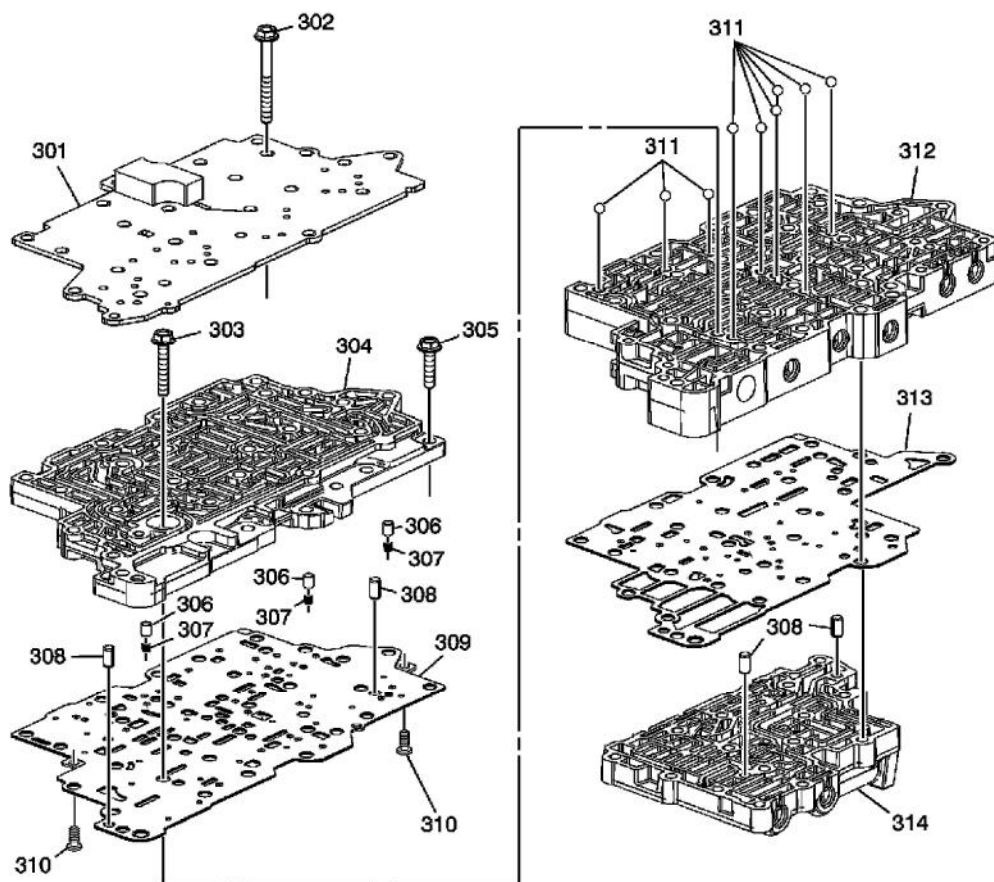
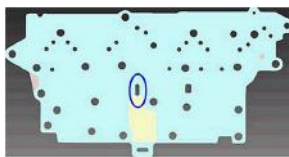
If any of the switch membranes are damaged, as shown above, the TEHCM must be replaced.

7. The valve body must be disassembled and cleaned. Refer to the latest version of Corporate Bulletin Number 08-07-30-005 for direction.
8. The transmission case halves must be separated, internal components removed and all parts thoroughly cleaned. Be sure to clean the speed sensors, both input (ISS) and output (OSS). These sensors are magnetic and will attach and hold any ferrous material. Failure to clean these sensors may result in DTCs. A new pump fluid filter must be installed.



Notice

The front differential carrier assembly (31) teeth are marked with notches to identify gear ratio (see picture above). Do not confuse these marks with tooth damage. Do not replace the gear for this condition.

**Important**

2007-2008 applications - when assembling these transmissions, inspect the control valve channel upper plate (301) to make sure that it contains the slot as indicated above. Plates installed that do not include this slot may result in DTCs.