

6L50/80/90

P0756, P0766, P0796, P2714, P2723

Technicians may find any or all of the following DTC's set, P0756, P0776, P0796, P2714, P2723 on 6L50 (RPO MYB) 6L80 (RPO MYC) 6L90 (RPO MYD) equipped vehicles. In addition, the MIL may be illuminated and default actions may be present depending on the codes that are set.

P0756, Shift Solenoid(SS) 2 Valve Performance – Stuck Off will set if:

- The engine speed is greater than 500RPM
- High Side Driver(HSD) one is enabled
- Accelerator pedal position signal is valid
- The TCM receives a valid torque signal from the ECM
- Throttle position is 0.5% or greater
- Transmission Fluid Temperature(TFT) is 0°C (32°F) or greater
- Commanded gear is 1st
- Transmission calculated gearbox slip is 200RPM or greater for 10 seconds
- Transmission commands 2nd gear
- Transmission has obtained a valid 2nd gear ratio for 3 seconds or more

If a P0756 sets the TCM will:

- The inhibit TAP shift functions and TCC operation
- Freezes adapts
- Commands high line pressure
- Defaults to 2nd gear, reverse also available

P0776 Clutch Pressure Control (PC) Solenoid 2 – Stuck Off will set if:

- The transmission input shaft speed is greater than 60RPM
- 3-5-R clutch is commanded ON
- The TCM detects an incorrect oncoming clutch gear ratio, or flare, when the 3-5-R clutch is commanded ON for 0.5 seconds and the transmission input shaft speed is greater than 75RPM from the anticipated input shaft speed

If a P0776 Sets the TCM will:

- Commands maximum line pressure
- Inhibit TCC
- Freeze adapts

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If a P0796 Clutch Pressure Control (PC) Solenoid 3 – Stuck Off will set if:

- The transmission input shaft speed is greater than 60 RPM
- Low and reverse/4-5-6 clutch is commanded ON
- The TCM detects an incorrect oncoming clutch gear ratio, or flare, when the low and reverse/4-5-6 clutch is commanded OFF for 0.5 seconds and the transmission input shaft speed is greater than 75 RPM from the anticipated input shaft speed

If a P0796 is set the TCM will:

- Command maximum line pressure
- Inhibit TCC
- Freeze adapts

P2714 Clutch Pressure Control (PC) Solenoid 4 – Stuck Off will set if:

- The transmission input shaft speed is greater than 60 RPM
- 2-6 clutch is commanded ON
- The TCM detects an incorrect oncoming clutch gear ratio, or flare, when the 2-6 clutch is commanded ON for 0.5 seconds and the transmission input shaft speed is greater than 75 RPM from the anticipated input shaft speed

If a P2714 is set the TCM will:

- Command maximum line pressure
- Inhibit TCC
- Freeze adapts

P2723 Clutch Pressure Control (PC) Solenoid 5 – Stuck Off will set if:

- The transmission input shaft speed is greater than 60 RPM
- 1-2-3-4 clutch is commanded ON
- The transmission input shaft speed is greater than 75 RPM from the anticipated input shaft speed

If a P2723 is set the TCM will:

- Default to Reverse, Park, Neutral, 5th, or 6th gear
- Freeze adapts

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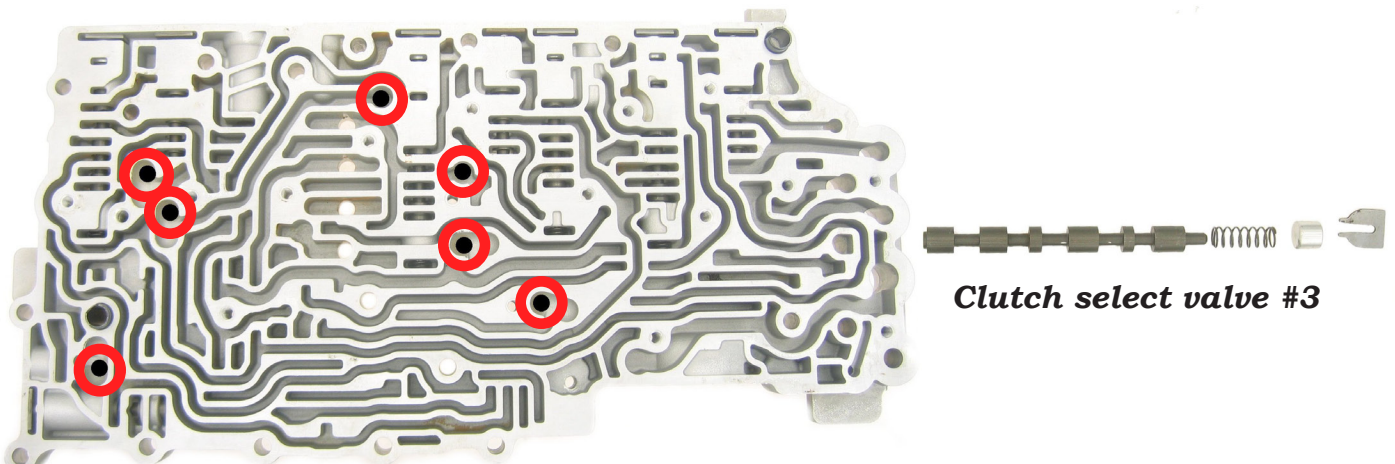
Several items can cause the DTC's to set. Some are common to all the DTC's while others are specific to the DTC.

Common to all the DTC's:

- Check balls not sealing on the spacer plate due to check ball wear.
- Spacer plate damaged, worn check ball holes.
- Bore plugs undersized or the incorrect bore plug was used. Bore plugs should measure 0.4528" +/- 0.0001" or 11.502mm +/- 0.004mm.
- Debris
- Cracks in the suspect drum or seal leakage feeding the suspect drum (look at other ATRA seminar information on this issue).

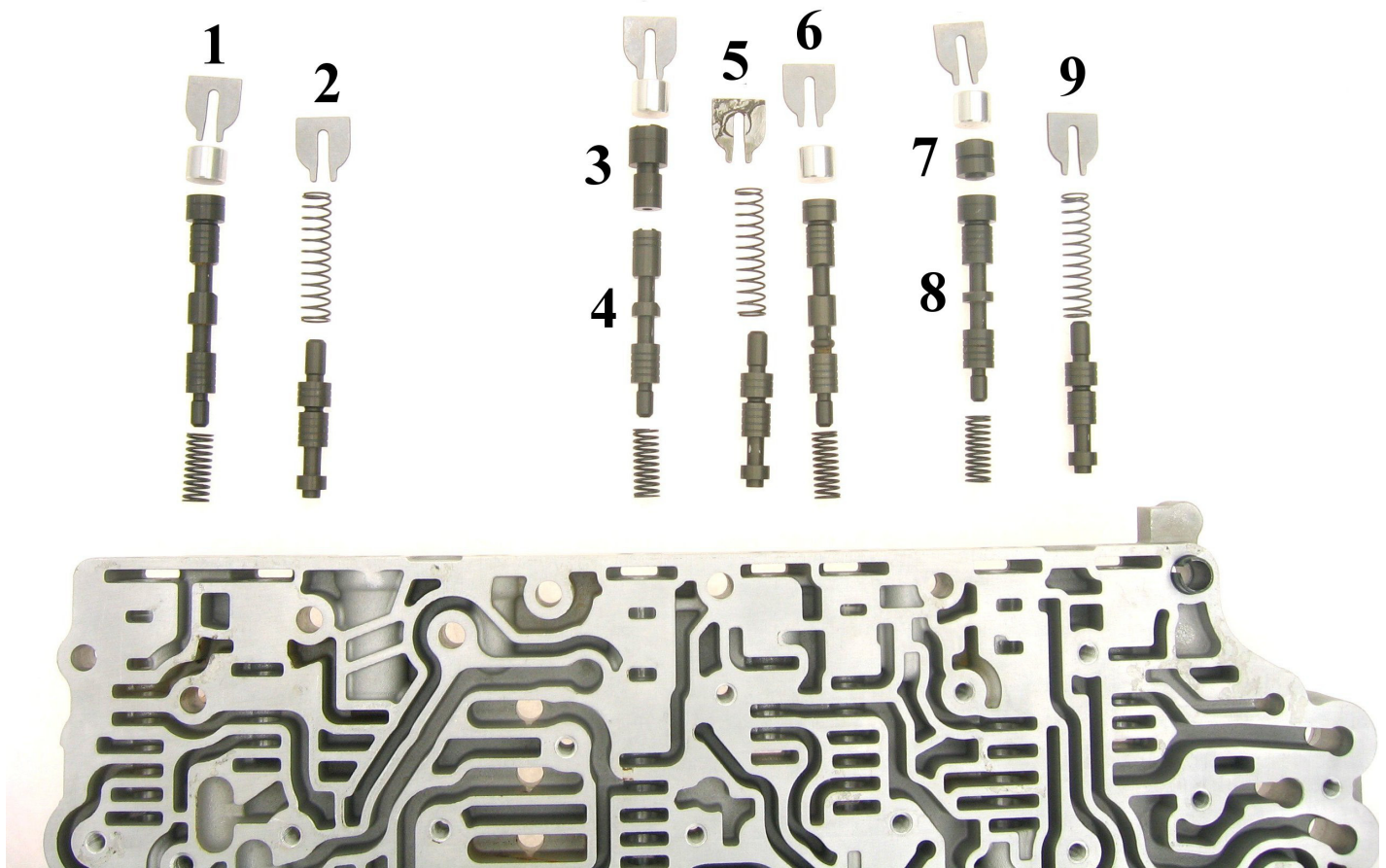
Specific DTC Inspection:

- P0756 – Inspect the clutch select valve #3 in the lower valve body for evidence of wear and sticking.
- P0776 – Inspect the 3-5-R clutch regulator valve in the upper valve body for evidence of wear and sticking. Inspect the 3-6 reverse drum for cracks, inspect the seals for leakage.
- P0796 – Inspect the CBR1/4-5-6 clutch regulator valve in the upper valve body for evidence of wear and sticking. Inspect the seals/circuit for leakage.
- P2714 – Inspect the 2-6 clutch regulator valve in the upper valve body for evidence of wear and sticking. Inspect the seals/circuit for leakage.
- P2723 – Inspect the 1-2-3-4 clutch regulator valve in the upper valve body for evidence of wear and sticking. Inspect the seals/circuit for leakage.



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6L80E Upper Valve Body Valve Identification	
1	1st/Reverse Band and 4,5,6 Clutch Regulator Valve
2	4, 5, 6 Clutch Boost Valve
3	2, 6 Clutch Regulator Gain Valve
4	2, 6 Clutch Regulator Valve
5	3, 5, Reverse Clutch Boost Valve
6	3, 5 Reverse Clutch Regulator Valve
7	Shuttle Valve
8	1, 2, 3, 4 Clutch Regulator Valve
9	1, 2, 3, 4 Clutch Boost Valve