

10000758



Service Bulletin

File In Section: 07 - Transmission/Transaxle

Bulletin No.: 01-07-30-036B

Date: December, 2002



INFORMATION

Subject: Diagnostic Tips for DTC P0756**Models:** 2001-2003 Passenger Cars and Light Duty Trucks
with 4L60-E or 4L65-E Automatic Transmission (RPO M30 or M32)

This bulletin is being revised to add the 2003 model year. Please discard Corporate Bulletin Number 01-07-30-036A (Section 07 - Transmission/Transaxle).

Some dealership technicians may have difficulty diagnosing DTC P0756, 2-3 Shift Valve Performance on 4L60-E and 4L65-E automatic transmissions. As detailed in the Service Manual, when the PCM detects a 4-3-3-4 shift pattern, DTC P0756 will set. Below are some tips when diagnosing this DTC:

- This is a performance code. This means that a mechanical malfunction exists.
- This code is not set by electrical issues such as a damaged wiring harness or poor electrical connections. Electrical problems would cause a DTC P0758 to set.
- The most likely cause is chips/debris plugging the filtered AFL oil at orifice #29 on the top of the spacer plate (48). This is a very small hole and is easily plugged by a small amount of debris. It is important to remove the spacer plate and inspect orifice #29 and the immediate area for the presence of chips/debris. Also, the transmission case passage directly above this orifice and the valve body passage directly below should be inspected and cleaned of any chips/debris.

- This code could be set by a 2-3 shift solenoid (367b) if it were cracked, broken or leaking. Refer to Shift Solenoid Leak Test in the appropriate Service Manual for the leak test procedure.
- This code could be set if the 2-3 shift valve (368) were stuck or hung-up in its bore. Inspect the 2-3 shift valve (368) and the 2-3 shuttle valve (369) for free movement or damage and clean the valves, the bore and the valve body passages.

It is important to also refer to the appropriate Service Manual for further possible causes of this condition.

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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