

**SERVICE ENGINE SOON (SES) LIGHT ON WITH DTCS P0716 AND/OR P0717, P0730, P0753, P0758, P1860, P1887 OR OTHER MISC. TRANSMISSION TROUBLE CODES SET (REPAIR WIRING AT TRANSAXLE WIRING PASS-THRU CONNECTOR)**

**TECHNICAL SERVICE BULLETIN**

Reference Number(s): 02-07-30-022B, Date of Issue: Oct 20, 2003

**BUICK:** 2000-2004 Century, LeSabre, Park Avenue, Regal; 2003-2004 Rendezvous with 4T65-E, 4T40-E or 4T45-E Transaxle (RPOs MN3, MN7, M15, M76, MN4, MN5)

2000-2001 Lumina; 2000-2004 Cavalier, Impala, Malibu, Monte Carlo, Venture;

**CHEVROLET:** 2004 Classic with 4T65-E, 4T40-E or 4T45-E Transaxle (RPOs MN3, MN7, M15, M76, MN4, MN5)

**OLDSMOBILE:** 2000-2002 Intrigue; 2000-2003 Aurora; 2000-2004 Alero, Silhouette with 4T65-E, 4T40-E or 4T45-E Transaxle (RPOs MN3, MN7, M15, M76, MN4, MN5)

2000-2004 Bonneville, Grand Am, Grand Prix, Montana, Sunfire; 2001-2004

**PONTIAC:** Aztek with 4T65-E, 4T40-E or 4T45-E Transaxle (RPOs MN3, MN7, M15, M76, MN4, MN5)

**TOYOTA:** 2000 Cavalier with 4T65-E, 4T40-E or 4T45-E Transaxle (RPOs MN3, MN7, M15, M76, MN4, MN5)

**SECTION:** 07 - Transmission/Transaxle

Superceded Bulletin(s): 02-07-30-022A



*NOTE: This bulletin is being revised to add the 2004 model year as well as the Chevrolet Classic model. Please discard Corporate Bulletin Number 02-07-30-022A (Section 07-Transmission/Transaxle).*

**CONDITION**

Some customers may comment that the Service Engine Soon (SES) indicator is illuminated and that while the light is illuminated, transmission shifts are extremely harsh.

**CAUSE**

These types of conditions may be caused by an intermittent connection at the transaxle 20-way connector to the wiring harness interface.

**CORRECTION**

If a DTC was recorded and the Freeze Frame and Failure Records back it up, a problem existed at one time with the wiring and/or the connectors between the transaxle and the PCM. Therefore, a thorough inspection and/or repair of the wiring harness at the transaxle 20-way connector for one or more of the following conditions may be warranted.

- The wiring harness is stretched too tightly or other components are pressing on the connector body itself causing a downward pressure on the connector body and possible intermittent contact of the wiring terminals. Ensure proper clearance to any other components and wiring (i.e. hoses, battery cables, etc.).
- The terminals are not fully seated into the cavity of the connector body.
- The male terminals in the transaxle portion of the connector may be in the wrong position (i.e. bent).
- The female terminals may be loose and are not making proper contact. Check the tension with the proper terminal tester from the GM Terminal Test Kit J 35616-A or J 35616-92. If the tension is low, replace the terminal. Do not try to re-form the terminal.
- The crimp of the terminal to the wire may not be satisfactory (i.e. loose, over insulation, etc.).
- The wiring connector is not properly seated and locked in position. Ensure proper seating of the connector into the transaxle and that the connector is properly locked in place.

## WARRANTY INFORMATION

For vehicles repaired under warranty, use:

### WARRANTY INFORMATION

Labor Operation	Description	Labor Time
N6630	Wiring and/or Connector (Transaxle) - Repair	0.5 hr