

SENSED PARAMETER	FAULT CODE	ACCEPTABLE OPERATING RANGE AND RATIONALITY	PRIMARY MALF DETECTION PARAMETERS	SECONDARY PARAMETERS AND CONDITIONS	MONITORING TIME & DTC TYPE	DEFAULT ACTIONS	PRIMARY MALF PASS CONDITION	SECONDARY PASS CONDITIONS	TEST SETUP PROCEDURE	COMMENTS
Transmission Fluid Over Temperature	P0218	High transmission fluid temperature for long period of time	Trans Temp > 130° C.	$8.0V \leq$ Ignition Voltage \leq 18.0V -39° C. \leq Trans Temp \leq 149° C. for 5 sec	600 sec Type C-	Freeze adapts FA	Trans Temp \leq 129° C. for 5.0 sec	Same as fail	Key up and short a potentiometer between the TFT Signal and TFT GND on the TCM side. Adjust the temperature to 135°C and then key down. Start the engine. TFT: 35 (AP) TFT GND: 30 (AJ)	
System Voltage Low	P0562	Measured voltage at the TCM is a below an acceptable level	System Voltage \leq 11V	Engine Speed \geq 1200 rpm for 5 sec	10 seconds Type C-	None	System Voltage > 11V 10 sec	Same as fail		
System Voltage High	P0563	Measured voltage at the TCM is above an acceptable level	System Voltage \geq 18V	None	10 seconds Type C-	None	System Voltage < 18V 10 sec	None		
Cruise Control Brake Switch Circuit 1 Low Voltage	P0572	The discrete brake indicates low voltage and the valid CAN brake signal indicates high voltage	TCM indicates Brake State = OFF BASS indicates Brake State = ON	11.0V < Ignition Voltage < 18.0V 500 < Engine RPM > 6500 No BASS Faults for \geq 4 sec Then must see a serial data Brake State = OFF to ON transition 2.0 seconds Then Fail Counts 170 out of 230 samples	4.25 seconds Type C-	None	TCM indicates Brake State = ON For 230 counts	Same as fail	OPEN THE SWITCH FIRST TO PREVENT BCM DAMAGE! Short the Brake Switch signal wire to GND. BRK: 42 (AX) GND: 49 (BE)	
Cruise Control Brake Switch Circuit 1 High Voltage	P0573	The discrete brake indicates high voltage when the valid CAN brake signal indicates low voltage	TCM indicates Brake State = ON BASS indicates Brake State = OFF	11.0V < Ignition Voltage < 18.0V 500 < Engine RPM > 6500 No BASS Faults for \geq 4 sec Then must see a serial data Brake State = ON to OFF transition 2.0 seconds Then Fail Counts 170 out of 230 samples	4.25 seconds Type C-	None	TCM indicates Brake State = OFF For 230 counts	Same as fail	Open the Brake Switch signal circuit. BRK: 42 (AX)	
Transmission Control Module Read Only Memory	P0601	EPROM/Flash memory corruption (Incorrect program/calibrations checksum)	ROM fail count \geq 5	None	Immediate Type A	Freeze adapts Max line pressure TCC forced off Inhibit TCC solenoid Soft landing FATKO	ROM fail count < 5	None		
Transmission Control Module Not Programmed	P0602	Non-programmed TCM (calibrations)	KbCOND_NoStartCal = TRUE	None	Immediate Type A	Freeze adapts Max line pressure TCC forced off Inhibit TCC solenoid Immediate Landing FATKO	KbCOND_NoSt artCal = FALSE	None		

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Transmission Control Module Long-Term Memory Reset	P0603	Wrong copy of Non-volatile Memory to RAM	Non-volatile memory (static or dynamic) checksum failure	None	Immediate Type A	Freeze adapts Max line pressure TCC forced off Inhibit TCC solenoid Soft landing FATKO	Non-volatile memory (static or dynamic) checksum pass			
Transmission Control Module Random Access Memory	P0604	RAM failure	RAM read/write failure (single word) RAM fail count ≥ 5	None	Immediate Type A	Freeze adapts Max line pressure TCC forced off Inhibit TCC solenoid Soft landing FATKO	RAM read/write pass (all words) RAM fail count < 5			
Transmission Control Module Long Term Memory Performance	P062F	NVM write error at key-down	TCM Non-Volatile Memory Incorrect flag = 1	$8.0 \leq \text{Ignition Voltage} \leq 18.0 \text{ V}$ Ignition ON	Immediate Type A	Freeze adapts Max line pressure Force TCC OFF TCC Sol.Inhibit Soft Landing FATKO	TCM Non-Volatile Memory Incorrect flag = 0	Same as Fail		
Transmission Range Switch Circuit	P0705	NSBU reports illegal value (A, B, C, and P)	NSBU = 14 or 15 (0001 or 0000)	$500 \leq \text{Engine RPM} \leq 6500$ for 5.0 sec $8.0\text{V} \leq \text{Ignition Voltage} \leq 18.0\text{V}$	60.0 sec Type B	Alt Coast Pattern FA	$\text{NSBU} \neq 14$ or 15 5.0 sec	Same as fail	Open Signal A and Signal P in Park. Signal A: 29 (AH) Signal P: 39 (AU)	

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Input Speed Sensor Performance	P0716	0 – 6500 RPM Unrealistically large drop in Input Speed in a very period of time that remains	Input Speed drop \geq 1000 RPM	No P0717, P0722, P0723, P0752, P0973, P0974 DTCs $8V \leq$ Ignition Voltage \leq 18V $500 \leq$ Engine RPM \leq 6500 for 5 sec No TP malfunction No Engine Torque malfunction $50 \leq$ Engine Torque \leq 1492 N-m TPS \geq 8.0% Vehicle Speed \geq 16.0 kph ISS \geq 1050 RPM for 2.0 sec Δ ISS \leq 500 RPM for 2.0 sec	3.25 sec Type B	Freeze adapts Max line pressure Calculate ISS FATKO	Input Speed \geq 500 RPM Input Speed Change \leq 500 RPM 3.0 sec	No loss of input speed signal	Open the switch Short the signal to GND Short the signal to IGN when the ISS is above cal value. HS: 3 (C) LS: 26 (AD) IGN: 31 (AK) GND: 49 (BE)	
Input Speed Sensor Circuit Low Voltage	P0717	0 – 6500 RPM Low Input Speed with large vehicle speed	Input Speed < 100.0 RPM	No P0717, P0722, P0723 DTCs No Engine Torque malfunction $500 \leq$ Engine RPM \leq 6500 for 5 sec $8V \leq$ Ignition Voltage \leq 18V Vehicle Speed \geq 16.0 kph $50 \leq$ Engine Torque \leq 1492 N-m	4.5 sec Type B	Freeze adapts Max line pressure Calculate ISS FATKO	Input Speed > 500 RPM 3.0 sec	None	Open the switch Short the signal to GND Short the signal to IGN <u>before starting the vehicle</u> HS: 3 (C) LS: 26 (AD) IGN: 31 (AK) GND: 49 (BE)	
Output Speed Sensor Circuit Low Voltage	P0722	0 - 6500 RPM Low vehicle speed with large engine speed in Drive range	Drive $50 \leq$ Engine Torque \leq 1492 N-m Output Speed \leq 65.6* RPM <u>Park/Neutral</u> $1492 \leq$ Engine Torque \leq 1492 N-m	No, P0716, P0717, P0723 No TPS malfunction No Engine Torque malfunction $8V \leq$ Ignition Voltage \leq 18V $500 \leq$ Engine RPM \leq 6500 for 5.0 sec Range \neq P/N TCC Slip \geq -20 RPM Trans Temp \geq -40° C. $1500 \text{ RPM} \leq$ Input Speed \leq 5000 RPM TPS \geq 8.0%	4.5 sec Type B	Freeze adapts Max line pressure OSS = f(ISS, RPM, gear) FATKO	Output speed > 164* RPM 3.0 sec	None	Open the switch Short the signal to GND Short the signal to IGN <u>before starting the vehicle</u> HS: 41 (AW) LS: 16 (T) IGN: 31 (AK) GND: 49 (BE)	* This is multiplied by the final drive (3.05) when this parameter is displayed on a scan tool.
Output Speed Sensor Circuit Intermittent	P0723	0 - 6500 RPM Loss of vehicle speed when vehicle is moving	Drop in Output Speed > 393.5* RPM in any Drive range	No P0716, P0717, P0974 DTC $8V \leq$ Ignition Voltage \leq 18V $500 \leq$ Engine RPM \geq 6500 for 5 sec Range \neq P/N $50 \text{ Nm} \leq$ Engine Torque \leq 1492 Nm Time since last range change \geq 6.0 sec $+\Delta$ VSS, loop-to-loop, \leq 164* RPM for 2.0 sec Δ ISS \leq 500 RPM for 2.0 sec Output Speed \geq 327.9* RPM for 2.0 sec	3.25 sec Type B	Freeze adapts Max line pressure OSS = f(ISS, RPM, gear) FATKO	Δ OSS \leq 164* RPM in Drive ranges 3.0 sec OSS \geq 164* RPM	None	Open the switch Short the signal to GND Short the signal to IGN when the OSS signal is above cal value. HS: 41 (AW) LS: 16 (T) IGN: 31 (AK) GND: 49 (BE)	* This is multiplied by the final drive (3.05) when this parameter is displayed on a scan tool.

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Torque Converter Clutch System - Stuck Off	P0741	High TCC slip with TCC commanded on	TCC slip \geq 150 RPM Count = 2	No P0716, P0717, P0722, P0723, P0742, P0842, P0843 No TPS malfunction No Engine Torque and Speed malfunctions $8V \leq$ Ignition Voltage \leq 18V $500 \leq$ Engine RPM \leq 6500 for 5.0 sec $50 \leq$ Engine Torque \leq 1492 N-m $8.0\% \leq$ TPS \leq 90% $20^{\circ} C. \leq$ Trans Temp \leq 130° C. TCC Capacity \geq 65% for 5.0 sec Commanded Gear > 1 TCC Mode = On or Locked On	8 sec Type B	Force TCC off Inhibit TCC Solenoid Freeze adapts Inhibit Max Gear if in Hot Mode FATKO	-20 \leq TCC Slip \leq 55 RPM 4 sec	Same as Fail Except no TCC capacity check	Open the switch and connect a solenoid from the TCM side of the TCC PWM to IGN TCC: 1 (A) Bat: 32 (AL) IGN: 31 (AK)	
Torque Converter Clutch System - Stuck On	P0742	Low TCC slip with TCC commanded off	-20 rpm \leq TCC Slip Speed \leq 40 rpm Count = 3	No P0716, P0717, P0722, P0723, P0741 No TPS malfunction No Engine Torque and Speed malfunctions $8V \leq$ Ignition Voltage \leq 18V $500 \leq$ Engine RPM \leq 6500 for 5.0 sec TCC commanded OFF $50 \leq$ Engine Torque \leq 1492 N-m $20^{\circ} C. \leq$ Trans Temp \leq 130° C. $8\% \leq$ TPS \leq 90% $16 \text{ kph} \leq$ VSS \leq 511 kph $1.739 \leq$ Ratio \leq .6333	6 sec Type B	Max Line Pressure Freeze adapts TCC Cmd On 1-2-3-4 (not hydraulically possible in 1st) FATKO	150 rpm \leq TCC Slip Speed \leq 1500 rpm 5 sec	Same as Fail	TCM Side: Solenoid from TCC Sol to IGN Trans Side: Jumper from TCC Sol to GND TCC: 1 (A) Bat: 32 (AL) IGN: 31 (AK) GND: 49 (BE)	
1-2 Shift Solenoid Valve Performance - No First or Fourth Gear	P0751	2-2-3-3 shift pattern	<u>Fail Case 1</u> Commanded 1st $1.5446 < \text{Ratio} < 1.7072$ 1.0 sec. after gear change <u>Fail Case 2</u> Commanded 4th $0.95 < \text{Ratio} < 1.05$ 1.0 sec. after gear change Count = 2	No P0716, P0717, P0722, P0723, P0742, P0973, P0974, P0976, P0977, or TPS DTCs (see below) No Engine Torque malfunction $500 \leq$ Engine RPM \leq 6500 for 5.0 sec $8V \leq$ Ignition Voltage \leq 18V TPS \geq 8.0% $150 \text{ RPM} \geq \text{ISS} \geq 6000 \text{ RPM}$ $20^{\circ} C. < \text{Trans Temp} < 130^{\circ} C.$ $150 \leq$ Input Speed \leq 6000 RPM $50 \leq$ Engine Torque \leq 1492 N-m Output Speed \geq 65.6* RPM	<u>Fail Case 1</u> 2.0 sec <u>Fail Case 2</u> 4.0 sec Type B	Freeze adapts Max line pressure FATKO	<u>Pass Case 1</u> 1 st gear commanded $2.7528 < \text{ratio} < 3.1672$ 0.9 sec <u>Pass Case 4</u> 4 th gear commanded $0.6333 < \text{ratio} < 0.7287$ 0.9 sec	$50 \leq$ Engine Torque \leq 1492 N-m	Open the Switch and short a solenoid from the TCM side of the switch to IGN SSA: 2 (B) Bat: 32 (AL) IGN: 31 (AK)	* This is multiplied by the final drive (3.05) when this parameter is displayed on a scan tool.

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1-2 Shift Solenoid Valve Performance - No Second or Third Gear	P0752	1-1-4-4 shift pattern	<p><u>Fail Case 3</u> Commanded 2nd 2.8120 < Ratio < 3.1080 1.0 sec. after gear change</p> <p><u>Fail Case 4</u> Commanded 3rd 0.6469 < Ratio < 0.7150 1.0 sec. after gear change</p> <p>Count = 2</p>	See P0751	<p><u>Fail Case 3</u> 2.0 sec</p> <p><u>Fail Case 4</u> 3.0 sec</p> <p>Type B</p>	<p>Freeze adapts Max line pressure 3-2 downshift not allowed > 52 kph</p> <p>FATKO</p>	<p><u>Pass Case 2</u> 2nd gear commanded 1.5122 < ratio < 1.7398</p> <p>0.9 sec</p> <p><u>Pass Case 3</u> 3rd gear commanded 0.93 < ratio < 1.07</p> <p>0.9 sec</p>	50 ≤ Engine Torque ≤ 1492 N-m	<p>TCM Side: Solenoid from Shift Sol A to IGN Trans Side: Jumper from Shift Sol A to GND</p> <p>SSA: 2 (B) Bat: 32 (AL) IGN: 31 (AK) GND: 49 (BE)</p>	
2-3 Shift Solenoid Valve Performance - No First or Second Gear	P0756	4-3-3-4 shift pattern	<p><u>Fail Case 5</u> -20 ≤ TCC Slip ≤ 8191 RPM VSS ≥ 65.6* RPM Commanded 1st 0.65 ≤ Ratio ≤ 1.87 1.0 sec. after gear change</p> <p><u>Fail Case 6</u> Commanded 2nd 0.95 ≤ Ratio ≤ 1.05 1.0 sec. after gear change</p> <p>Count = 2</p>	See P0751	<p><u>Fail Case 5</u> 2.0 sec</p> <p><u>Fail Case 6</u> 3.0 sec</p> <p>Type A</p>	<p>Freeze adapts Inhibit 1st Gear Max line pressure</p> <p>FATKO</p>	<p><u>Pass Case 1</u> 1st gear commd 2.7528 < Ratio < 3.1672</p> <p>0.9 sec</p> <p><u>Pass Case 2</u> 2nd gear commd 1.5122 < Ratio < 1.7397</p> <p>0.9 sec</p>	50 ≤ Engine Torque ≤ 1492 N-m	<p>TCM Side: Solenoid from Shift Sol B to IGN Trans Side: Jumper from Shift Sol B to GND</p> <p>SSB: 20 (X) Bat: 32 (AL) IGN: 31 (AK) GND: 49 (BE)</p>	

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2-3 Shift Solenoid Valve Performance - No Third or Fourth Gear	P0757	1-2-2-1 shift pattern	<p><u>Fail Case 7</u> $40 \leq \text{Engine Torque} \leq 1492 \text{ N-m}$ Commanded 3rd $1.5446 < \text{Ratio} < 1.7073$ 1.0 sec. after gear change</p> <p><u>Fail Case 8</u> $0 \leq \text{Engine Torque} \leq 1492 \text{ N-m}$ Commanded 4th $1.5446 < \text{Ratio} < 3.1080$ 1.0 sec. after gear change 1.2 sec after range change Range \neq Neutral</p> <p>Count = 2</p>	See P0751	<p><u>Fail Case 7</u> 2.0 sec</p> <p><u>Fail Case 8</u> 2.0 sec</p> <p>Type A</p>	Freeze adapts Max line pressure Inhibit 4th Gear FATKO	<p><u>Pass Case 3</u> 3rd gear commd $0.93 < \text{Ratio} < 1.07$ 0.9 sec</p> <p><u>Pass Case 4</u> 4th gear commd $0.6333 < \text{Ratio} < 0.7286$ 0.9 sec</p>	$50 \leq \text{Engine Torque} \leq 1492 \text{ N-m}$	Open the Switch and short a solenoid from the TCM side of the switch to IGN SSB: 20 (X) Bat: 32 (AL) IGN: 31 (AK) GND: 49 (BE)	
Torque Converter Clutch Release Switch Circuit Low Voltage	P0842	Closed Release Switch, indicating TCC is applied when TCM is commanding TCC off and TCC slip shows TCC is OFF.	Release switch closed (grounded). Count = 2	No P0716, P0717, P0741, P0742 P2764, P2763 DTCs No Engine Speed or Torque Malfunctions $500 \leq \text{Engine RPM} \leq 6500$ for 5.0 sec TCC commanded OFF 100 RPM < Slip Speed $50 < \text{Engine Torque} < 1492 \text{ N-m}$ $20^\circ \text{ C.} < \text{Trans Temp} < 130^\circ \text{ C.}$ $16 \text{ kph} < \text{VSS} < 512 \text{ kph}$	8.0 sec Type B	Max Line Pressure Freeze adapts TCC Cmd On 1-2-3-4 (not hydraulically possible in 1st) Inhibit Max Gear in Hot Mode FATKO	Release switch is open 5.0 sec	$500 \leq \text{Engine RPM} \leq 6500$ for 5.0 sec	Short the TCC Release Switch circuit to GND. TCC Release Switch: 9 K GND: 49 (BE)	
Torque Converter Clutch Release Switch Circuit High Voltage	P0843	Open Release Switch, indicating TCC not applied when TCM is commanding TCC ON and TCC slip shows TCC is locked	Release switch open for 6.0 sec Count = 2	No P0716, P0717, P0741, P0742 P2764, P2763 DTCs No Engine Speed Malfunction $500 \leq \text{Engine RPM} \leq 6500$ for 5.0 sec TCC commanded ON, or LockON -20 < Slip < 60 RPM $50 < \text{Engine Torque} < 1492 \text{ N-m}$ $20^\circ \text{ C.} < \text{Trans Temp} < 130^\circ \text{ C.}$ $90 < \text{TCC Pressure} < 830 \text{ kPa}$	6.0 sec Type B	Force TCC off Inhibit TCC Solenoid Freeze adapts Inhibit Max Gear in Hot Mode FATKO	Release switch is closed 5.0 sec	Same as Fail	Open the TCC Release Switch: 9 (K)	

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Line Pressure Control Solenoid System Performance	P0961	0V to 12 V Continuous Open, Short-to-Voltage, or Short-to-Ground in PCS or PCS circuit	Pressure Control Solenoid Short Bit = 1	System Voltage Low timer = 0 (No Calibrations for DTC P0961)	Type C-	Freeze adapts Max line pressure FATKO	Pressure Control Solenoid Short bit = 0	System Voltage Low timer > 0 System Voltage Malf is clear	Open PCS Hi or Lo Short PCS Hi or Lo to GND Short PCS Hi or Lo to IGN PCS Hi: 40 (AV) PCS Lo: 17 (U) GND: 49 (BE) IGN: 31 (AK)	
1-2 Shift Solenoid Control Circuit Low Voltage	P0973	0 – 12 V Continuous Short-to- Ground OR Open in Shift Solenoid A or SSA circuit (ODM)	SSA ODM feedback circuit state ≠ PCM commanded state	Ignition ON $8.0 \leq \text{Ignition Voltage} \leq 18.0 \text{ V}$ $500 \leq \text{Engine RPM} \leq 6500$ for 5.0 sec	Fail count = 44 out of 50 (Time ≈ 4.4 sec) Type B	Freeze adapts Max line pressure No 3-2 shift > 52 kph FATKO	ODM = PCM commd state Pass count = 43 out of 50	None	Open the SSA Switch Short to GND SSA Circuit SSA: 2 (B) Bat: 32 (AL) IGN: 31 (AK) GND: 49 (BE)	
1-2 Shift Solenoid Control Circuit High Voltage	P0974	0 – 12 V Continuous Short-to- Power in Shift Solenoid A or SSA circuit (ODM)	SSA ODM feedback circuit state ≠ PCM commanded state	Ignition ON $8.0 \leq \text{Ignition Voltage} \leq 18.0 \text{ V}$ $500 \leq \text{Engine RPM} \leq 6500$ for 5.0 sec	Fail count = 44 out of 50 (Time ≈ 4.4 sec) Type B	Freeze adapts Max line pressure FATKO	ODM = PCM commd state Pass count = 43 out of 50	None	Short Shift Sol A to IGN SSA: 2 (B) Bat: 32 (AL) IGN: 31 (AK) GND: 49 (BE)	
2-3 Shift Solenoid Control Circuit Low Voltage	P0976	0 – 12 V Continuous Short-to- Ground OR Open in Shift Solenoid B or SSB circuit (ODM)	SSB ODM feedback circuit state ≠ PCM commanded state	Ignition ON $8.0 \leq \text{Ignition Voltage} \leq 18.0 \text{ V}$ $500 \leq \text{Engine RPM} \leq 6500$ for 5.0 sec	Fail count = 44 out of 50 (Time ≈ 4.4 sec) Type A	Freeze adapts Max line pressure Inhibit 1 st Gear Inhibit 4th Gear Soft landing FATKO	ODM state = PCM commanded state Pass count = 43 out of 50	None	Open the SSB Switch Short to GND SSB Circuit SSB: 20 (X) Bat: 32 (AL) IGN: 31 (AK) GND: 49 (BE)	
2-3 Shift Solenoid Control Circuit High Voltage	P0977	0 – 12 V Continuous Short-to- Power in Shift Solenoid B or SSB circuit (ODM)	SSB ODM feedback circuit state ≠ PCM commanded state	Ignition ON $8.0 \leq \text{Ignition Voltage} \leq 18.0 \text{ V}$ $500 \leq \text{Engine RPM} \leq 6500$ for 5.0 sec	Fail count = 44 out of 50 (Time ≈ 4.4 sec) Type A	Freeze adapts Inhibit 4 th Gear Max line pressure FATKO	ODM state = PCM commanded state Pass count = 43 out of 50	None	Short Shift Sol B to IGN SSB: 20 (X) Bat: 32 (AL) IGN: 31 (AK) GND: 49 (BE)	
Transmission Fluid Pressure Position Switch Circuit	P1810	0 – 12 V Invalid state of Pressure Switch Assembly circuit	Illegal PSA range	$500 \leq \text{Engine RPM} \leq 6500$ for 5.0 sec	60.0 sec Type B	Freeze adapts Max line pressure FATKO	PSA not illegal 5.0 sec	Same as Fail	TFP: Invalid Range in Park Short Switch B & C to GND Switch B: 44 (AZ) Switch C: 33 (AM) Ground: 49 (BE)	
Maximum Adapt and Long Shift	P1811	Long shifts with upshift adapts at maximum	Shift time > 0.65 sec	Shift is adaptable Adapts at maximum value	2 counts Type C-	Freeze adapts Max line pressure FATKO	Considered passed every ignition cycle	None	Increased Slew Pressure to negatively until –200 kPa Modified was reached.	

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Transmission Fluid Pressure Valve Position Switch Indicates Park/Neutral with Drive Ratio	P1816	0 – 12 V Drive Ratio with P/N Range	PSA = P/N $2.7528 \leq \text{Ratio} \leq 3.1672$ $1.5122 \leq \text{Ratio} \leq 1.7397$ $0.93 \leq \text{Ratio} \leq 1.07$ $0.6333 \leq \text{Ratio} \leq 0.7296$	No P0716, P0717, P0722, P0723, P0751, P0752, P0756, P0757 P0973, P0974, P0976, P0977, or TPS DTCs (see below) $500 \leq \text{Engine RPM} \leq 6500$ for 5.0 sec Output Speed $\geq 82^*$ RPM $8\% \leq \text{TPS} \leq 90.0\%$ $50 \leq \text{Engine Torque} \leq 1492$ N-m	6.0 sec Continuous Type B	Freeze adapts Max Line Pressure FATKO	PSA = Drive $2.7528 \leq \text{Ratio} \leq 3.1672$ $1.5122 \leq \text{Ratio} \leq 1.7397$ $0.93 \leq \text{Ratio} \leq 1.07$ $0.6333 \leq \text{Ratio} \leq 0.7296$ 4.0 sec	Same as Fail	TFP: P/N with Drive Ratio Switch B Open Switch C Normal Switch B: 44 (AZ) Switch C: 33 (AM)	* This is multiplied by the final drive (3.05) when this parameter is displayed on a scan tool.
Transmission Fluid Pressure Valve Position Switch Indicates Drive without Drive Ratio	P1818	0 – 12 V Reverse Ratio with Park/Neutral OR Drive Range	PSA = P/N, or Drive And $1.9930 \leq \text{Ratio} \leq 2.2928$	No P0716, P0717, P0722, P0723, P0751, P0752, P0756, P0757, P0973, P0974, P0976, P0977 No TPS Malfunction No Engine Torque Malfunction $8V \leq \text{Ignition Voltage} \leq 18V$ $500 \leq \text{Engine RPM} \leq 6500$ for 5.0 sec Output Speed $\geq 50^*$ RPM TPS $\geq 3\%$ $20 \leq \text{Engine Torque} \leq 1492$ N-m	3.0 sec Continuous Type B	Freeze adapts Max Line Pressure FATKO	PSA = Reverse And $1.993 \leq \text{Ratio} \leq 2.2928$ 1.5 sec	Same as Fail	TFP: Drive with Reverse Ratio Switch B Short to GND Switch C Open Switch B: 44 (AZ) Switch C: 33 (AM) Ground: 49 (BE)	* This is multiplied by the final drive (3.05) when this parameter is displayed on a scan tool.
Ignition 1 Switch Circuit Low Voltage	P2534	Continuous Open/Short-to-Ground in TCM Ignition 1 Switch circuit	Every 25 msec, the FAIL counter is incremented if an open or a short to ground is detected	Engine running	Fail Count ≥ 200 out of 220 samples (Time ≈ 5 sec) Continuous Type A	Freeze adapts Max line pressure Immediate landing FATKO Force TCC off Inhibit TCC Solenoid	Fail Counts < 200 out of 220 Samples	None	Open the ignition input circuit. IGN: 31 (AK)	
Torque Converter Clutch Pressure Control Solenoid Control Circuit High Voltage	P2763	Continuous Short-to-Voltage in TCC PWM circuit	Every 100 msec, the FAIL counter is incremented if a short to voltage is detected	Ignition ON $8V \leq \text{Ignition Voltage} \leq 18V$ $500 \leq \text{Engine RPM} \leq 6500$ for 5.0 sec TCC Commanded ON	Fail Count = 44 out of 50 (Time ≈ 4.4 sec) Continuous Type B	Force TCC off Max Line Pressure Freeze adapts Inhibit TCC solenoid Inhibit 4 th in Hot Mode FATKO	Pass Count = 43 out of 50	Same as Fail	Short the TCC PWM solenoid circuit to voltage TCC: 1 (A) BAT: 32 (AL) IGN: 31 (AK)	
Torque Converter Clutch Pressure Control Solenoid Control Circuit Low Voltage	P2764	Continuous Open/Short-to-Ground in TCC PWM circuit or TCC PWM solenoid	Every 100 msec, the FAIL counter is incremented if an open or a short to ground is detected	Ignition ON $8V \leq \text{Ignition Voltage} \leq 18V$ $500 \leq \text{Engine RPM} \leq 6500$ for 5.0 sec	Fail Count = 44 out of 50 (Time ≈ 4.4 sec) Continuous Type B	Force TCC off Inhibit TCC solenoid Inhibit 4 th in Hot Mode Max Line Pressure Freeze adapts FATKO	Pass Count = 43 out of 50	Same as Fail	TCC PWM Solenoid Open TCC PWM Sol. To GND TCC: 1 (A) GND: 49 (BE)	

SENSED PARAMETER	FAULT CODE	ACCEPTABLE OPERATING RANGE AND RATIONALITY	PRIMARY MALF DETECTION PARAMETERS	SECONDARY PARAMETERS AND CONDITIONS	MONITORING TIME & DTC TYPE	DEFAULT ACTIONS	PRIMARY MALF PASS CONDITION	SECONDARY PASS CONDITIONS	TEST SETUP PROCEDURE	COMMENTS
Controller Area Network Bus Communication Error	U0073	TCM cannot communicate on the CAN Bus	GetCNDD_b_BusOffSt() = TRUE	Ignition ON 8V ≤ Ignition Voltage ≤ 18V for 5 seconds	Fail Count = 5 out of 5 (Time ≈ 5 sec) Type B	Eng Spd Fault Action TCC Cmd On 1-2-3-4 (not hydraulically possible in 1st) Freeze adapts Max line pressure Throttle Position Fault Action FATKO Eng Coolant Fault Action Intake Air Fault Action Torque Management Inhibit	GetCNDD_b_B usOffSt() = FALSE Sample Count = 5 (Time ≈ 5 sec)	Same as Fail	STP MAY DAMAGE TCM! STG CAN HI(1): 7 (H) GND: 49 (BE)	
Lost Communications with Engine Control System	U0100	Communication between TCM & Engine Control System Lost	CAN Bus ECM Error flag = 1	Ignition ON 8V ≤ Ignition Voltage ≤ 18V for 5 seconds	Fail Count = 12 out of 12 (Time ≈ 12 sec) Type B	Eng Spd Fault Action TCC Cmd On 1-2-3-4 (not possible in 1st) Freeze adapts Max line pressure Throttle Position Fault Action FATKO Eng Coolant Fault Action Intake Air Fault Action Torque Management Inhibit	CAN Bus ECM Error flag = 0 Sample Count = 12 (Time ≈ 12 sec)	Same as Fail	Open the CAN LO signal switch. OPEN CAN LO(2): 37 (AS)	
Lost Communication with Traction Control System / Anti-Lock BrakeSystem	U0121	Communication between TCM & TCS/ABS System Lost	CAN Bus ABS Error Flag = 1	Ignition ON 8V ≤ Ignition Voltage ≤ 18V for 5 seconds	Fail Count = 12 out of 12 (Time ≈ 12 sec) Type C	None	CAN Bus ABS Error flag = 0 Sample Count = 12 (Time ≈ 12 sec)	Same as Fail	Open the CAN HI(1) and CAN LO(1) signal switches at exactly the same time. CAN HI(1): 7 (H) CAN LO(1): 6 (F)	
Lost Communication with BodyControl System	U0140	Communication between TCM & Body Control System Lost	CAN Bus BCM Error Flag = 1	Ignition ON 8V ≤ Ignition Voltage ≤ 18V for 5 seconds	Fail Count = 12 out of 12 (Time ≈ 12 sec) Type C	None	CAN Bus BCM Error flag = 0 Sample Count = 12 (Time ≈ 12 sec)	Same as Fail	Open the CAN HI(1) and CAN LO(1) signal switches at exactly the same time. CAN HI(1): 7 (H) CAN LO(1): 6 (F)	