

2005 4T65E when used with 3.8L (L26) with Air Injection Reaction (AIR)  
in these vehicles: Grand Prix, LaCrosse, Allure

**TRANSMISSION DIAGNOSTIC PARAMETERS**

2005trans12.doc

SENSED PARAMETER	FAULT CODE	MONITOR STRATEGY DESCRIPTION	TEST ENABLE CONDITION(S)	TEST FAIL CONDITION(S)	DEFAULT ACTIONS	DTC type and MIL / DTC ACTIONS
Vehicle Speed Sensor (VSS) Low Voltage	<b>P0502</b>	0 RPM to 6000 RPM  This DTC detects a very low vehicle speed signal when the vehicle has a large engine speed in a drive gear range.	No MAP Sensor DTCs  No Transmission ISS DTCs  Engine Speed > 500 RPM for 5 seconds and Not in Fuel Cut Off  TFT ≥ 0°C  TP ≥ 12%  0 kPa ≤ MAP ≤ 105 kPa  50 lb ft < Engine Torque < 300 lb ft  Transmission ISS ≥ 1500 RPM  TCC Slip Speed ≥ 0 RPM	Transmission OSS ≤ 150 RPM for 5 seconds	Fault Active This Key On (FATKO)  Max Line Pressure  Inhibit Driver Shift Control  Freeze Adapts  Use Calculated Transmission OSS to continue shifting	Type B  MIL Illuminated – 2 <sup>nd</sup> consecutive trip with fail reported  No DIC Message
Vehicle Speed Sensor (VSS) Intermittent	<b>P0503</b>	0 RPM to 6000 RPM  This DTC detects a large drop in the vehicle speed signal in a very short period of time (unrealistic change).	Time Since Last Gear Selector Range Change ≥ 6 seconds  Rise in Transmission OSS < 250 RPM for 2 seconds	Drop in Transmission OSS ≥ 1500 RPM for 2 seconds	Fault Active This Key On (FATKO)  Max Line Pressure  Inhibit Driver Shift Control  Freeze Adapts  Use Calculated Transmission OSS to continue shifting	Type B  MIL Illuminated – 2 <sup>nd</sup> consecutive trip with fail reported  No DIC Message

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Transmission Fluid Temperature (TFT) Sensor Performance	<b>P0711</b>	-40° C to 151° C  This DTC detects a TFT that remains constant for a period of time in which a measurable amount of change is expected or a TFT in which large rapid changes occur in a very short period of time (unrealistic change).	No ECT Sensor DTCs No VSS DTCs No Transmission ISS DTCs  8V ≤ System Voltage ≤ 18V  Engine Running ≥ 300 seconds  10 ≤ Trans Temp AD Counts ≤ 251 (0.2 volts ≤ TFT Sensor ≤ 4.92 volts)  -40° C ≤ TFT at startup ≤ 21° C  ECT ≥ 84° C and has changed ≥ 55° C since startup  Vehicle Speed ≥ 5 mph for ≥ 409 seconds cumulatively this ignition  TCC Slip Speed ≥ 80 RPM for ≥ 409 seconds cumulatively this ignition	Fail Case 1  TFT has not changed ≥ 1.5° C since startup for 409 seconds  <u>Fail Case 2</u>  TFT changes ≥ 20° C, 14 times within 7 seconds  DTC will set if either Fail Case is True	Fault Active (FA)  Freeze Adapts  Calculate Default Transmission Temperature	Type C  No MIL Illumination  No DIC Message
Transmission Fluid Temperature (TFT) Sensor Circuit Low Voltage	<b>P0712</b>	0.20V to 4.92V  The DTC detects a continuous short to ground in the TFT Sensor signal circuit or the TFT Sensor.	8V ≤ System Voltage ≤ 18V  The Ignition Switch is in the ON position	Trans Temp AD Counts ≤ 10 (TFT Sensor ≤ 0.20 volts) for 10 seconds	Fault Active (FA)  Freeze Adapts  Calculate Default Transmission Temperature	Type C  No MIL Illumination  No DIC Message

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Transmission Fluid Temperature (TFT) Sensor Circuit High Voltage	<b>P0713</b>	0.20V to 4.92V  The DTC detects a continuous open or short to voltage in the TFT Sensor circuit or the TFT Sensor.	8V ≤ System Voltage ≤ 18V  The Ignition Switch is in the ON position	Trans Temp AD Counts ≥ 251 (TFT Sensor ≥ 4.92 volts) for 400 seconds	Fault Active (FA)  Freeze Adapts  Calculate Default Transmission Temperature	Type C  No MIL Illumination  No DIC Message
Input Speed Sensor (ISS) Performance	<b>P0716</b>	0 RPM to 6000 RPM  This DTC detects a large change in the input speed signal in a very short period of time (unrealistic change).	No VSS DTCs No Transmission ISS DTCs No 1-2 SS Electrical/Performance DTCs DTC P0717 Passed This Ignition  Engine Speed > 500 RPM for 5 seconds and Not in Fuel Cut Off  TP ≥ 14%  Vehicle Speed ≥ 5 mph	Change in Input Speed ≥ 1300 RPM for 0.8 second	Fault Active This Key On (FATKO)  Inhibit TCC  Inhibit Driver Shift Control  Inhibit 4 <sup>th</sup> Gear in Hot Mode  Freeze Adapts	Type B  MIL Illuminated – 2 <sup>nd</sup> consecutive trip with fail reported  No DIC Message
Input Speed Sensor (ISS) Low Voltage	<b>P0717</b>	Input Speed Sensor (ISS) Low Voltage	No VSS DTCs  Engine Speed > 500 RPM for 5 seconds and Not in Fuel Cut Off  50 lb ft < Engine Torque < 500 lb ft  Vehicle Speed ≥ 5 mph	Transmission ISS < 100 RPM for 5 seconds	Fault Active This Key On (FATKO)  Inhibit TCC  Inhibit Driver Shift Control  Inhibit 4 <sup>th</sup> Gear in Hot Mode  Freeze Adapts	Type B  MIL Illuminated – 2 <sup>nd</sup> consecutive trip with fail reported  No DIC Message

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SENSED PARAMETER	FAULT CODE	MONITOR STRATEGY DESCRIPTION	TEST ENABLE CONDITION(S)	TEST FAIL CONDITION(S)	DEFAULT ACTIONS	DTC type and MIL / DTC ACTIONS
Torque Converter Clutch (TCC) System – Stuck Off	<b>P0741</b>	This DTC detects a high TCC Slip Speed when the TCC is Commanded On.	<p>No VSS DTCs  No Transmission ISS DTCs  No TCC System Stuck On DTC  No TCC Solenoid Electrical DTC  No TCC Release Switch DTC</p> <p>Engine Speed &gt; 500 RPM for 5 seconds and Not in Fuel Cut Off</p> <p>20° C ≤ TFT ≤ 130° C</p> <p>Transmission Gear Selector in D2, D3 or D4 Range</p> <p>4% &lt; TP &lt; 99%</p> <p>21 lb ft &lt; Engine Torque &lt; 500 lb ft</p> <p>TCC Locked Capacity &gt; 50% or Max Allowed Pressure</p> <p>If Commanded Gear is 2nd, then 1.5 &lt; Gear Ratio &lt; 1.6  If Commanded Gear is 3rd, then 0.95 &lt; Gear Ratio &lt; 1.05  If Commanded Gear is 4<sup>th</sup>, then 0.7 &lt; Gear Ratio &lt; 0.8</p>	<p>If TCC Slip Speed ≥ 180 RPM for 7 seconds, then increment Fail Counter.</p> <p>DTC will set when Fail Counter = 2</p>	<p>Fault Active This Key On (FATKO)</p> <p>Inhibit TCC</p> <p>Inhibit Driver Shift Control</p> <p>Inhibit 4<sup>th</sup> Gear in Hot Mode</p> <p>Freeze Adapts</p>	<p>Type B</p> <p>MIL Illuminated – 2<sup>nd</sup> consecutive trip with fail reported</p> <p>No DIC Message</p>

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Torque Converter Clutch (TCC) System – Stuck On	<b>P0742</b>	Torque Converter Clutch (TCC) System – Stuck On	No TCC Solenoid Electrical DTC No TCC Release Switch DTCs  Engine Speed > 500 RPM for 5 seconds and Not in Fuel Cut Off  $20^{\circ} \text{ C} \leq \text{TFT} \leq 130^{\circ} \text{ C}$  $5\% \leq \text{TP} \leq 45\%$  70 lb ft < Engine Torque < 200 lb ft  TCC is Commanded Off	If the TCC Release Switch is Closed (indicating TCC applied) for 4 seconds, then increment Fail Counter.  DTC will set when Fail Counter = 6	Fault Active This Key On (FATKO)  Max Line Pressure  TCC Commanded On  Inhibit Driver Shift Control  Freeze Adapts	Type B  MIL Illuminated – 2 <sup>nd</sup> consecutive trip with fail reported  No DIC Message

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SENSED PARAMETER	FAULT CODE	MONITOR STRATEGY DESCRIPTION	TEST ENABLE CONDITION(S)	TEST FAIL CONDITION(S)	DEFAULT ACTIONS	DTC type and MIL / DTC ACTIONS
-2 Shift Solenoid (SS) Valve Performance – No First or Fourth Gear	<b>P0751</b>	1-2 Shift Solenoid (SS) Valve Performance – No First or Fourth Gear	No VSS DTCs No Transmission ISS DTCs No TCC System Stuck On DTC No Shift Solenoid Electrical DTCs No TCC Solenoid Electrical DTCs  $8V \leq \text{System Voltage} \leq 18V$ Engine Speed > 500 RPM for 5 seconds and Not in Fuel Cut Off $20^{\circ} C \leq \text{TFT} \leq 130^{\circ} C$ $150 \text{ RPM} \leq \text{Transmission ISS} \leq 8000 \text{ RPM}$ Transmission OSS $\geq 300 \text{ RPM}$	<p><b>SS Fail Case 1</b></p> <ul style="list-style-type: none"> <li>Time Since Last Gear Selector Range Change <math>\geq 1</math> second</li> <li>TP <math>\geq 5\%</math></li> <li><math>20 \text{ lb ft} \leq \text{Engine Torque} \leq 200 \text{ lb ft}</math></li> <li>1<sup>st</sup> Gear is Commanded</li> <li><math>1.52 \leq \text{Gear Ratio} \leq 1.6</math></li> <li>(2<sup>nd</sup> Gear Ratio)</li> <li>The above conditions are true for 1 second</li> </ul> <p><b>SS Fail Case 2</b></p> <ul style="list-style-type: none"> <li>Time Since Last Gear Selector Range Change <math>\geq 1</math> second</li> <li>TP <math>\geq 10\%</math></li> <li><math>30 \text{ lb ft} \leq \text{Engine Torque} \leq 200 \text{ lb ft}</math></li> <li>4<sup>th</sup> Gear is Commanded</li> <li><math>0.95 \leq \text{Gear Ratio} \leq 1.05</math></li> <li>(3<sup>rd</sup> Gear Ratio)</li> <li>The above conditions are true for 1 second</li> </ul> <p>If both SS Fail Case 1 and SS Fail Case 2 are true, then increment Fail Counter.</p> <p>DTC will set when Fail Counter = 2</p>	Fault Active This Key On (FATKO) Max Line Pressure  Inhibit Driver Shift Control Freeze Adapts	Type B MIL Illuminated – 2 <sup>nd</sup> consecutive trip with fail reported  No DIC Message

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rally	<b>P0752</b>	1-2 Shift Solenoid (SS) Valve Performance – No Second or Third Gear	<p>No VSS DTCs</p> <p>No Transmission ISS DTCs</p> <p>No TCC System Stuck On DTC</p> <p>No Shift Solenoid Electrical DTCs</p> <p>No TCC Solenoid Electrical DTCs</p> <p>8V ≤ System Voltage ≤ 18V</p> <p>Engine Speed &gt; 500 RPM for 5 seconds and Not in Fuel Cut Off</p> <p>20° C ≤ TFT ≤ 130° C</p> <p>150 RPM ≤ Transmission ISS ≤ 8000 RPM</p> <p>Transmission OSS ≥ 300 RPM</p>	<p><b>SS Fail Case 3</b></p> <ul style="list-style-type: none"> <li>Time Since Last Gear Selector Range Change ≥ 1 second</li> <li>TP ≥ 10%</li> <li>20 lb ft ≤ Engine Torque ≤ 200 lb ft</li> <li>2nd Gear is Commanded</li> <li>2.87 ≤ Gear Ratio ≤ 2.97</li> <li>(1<sup>st</sup> Gear Ratio)</li> <li>The above conditions are true for 1 second</li> </ul> <p><b>SS Fail Case 4</b></p> <ul style="list-style-type: none"> <li>Time Since Last Gear Selector Range Change ≥ 1 second</li> <li>TP ≥ 10%</li> <li>20 lb ft ≤ Engine Torque ≤ 200 lb ft</li> <li>3rd Gear is Commanded</li> <li>0.65 ≤ Gear Ratio ≤ 0.75</li> <li>(4<sup>th</sup> Gear Ratio)</li> <li>The above conditions are true for 1 second</li> </ul> <p>If both SS Fail Case 3 and SS Fail Case 4 are true, then increment Fail Counter.</p> <p>DTC will set when Fail Counter = 2</p>	<p>Fault Active This Key On (FATKO)</p> <p>Max Line Pressure</p> <p>Inhibit 3-2 Downshift if Vehicle Speed &gt; 30 mph</p> <p>Inhibit Driver Shift Control</p> <p>Freeze Adapts</p>	<p>Type B</p> <p>MIL Illuminated – 2<sup>nd</sup> consecutive trip with fail reported</p> <p>No DIC Message</p>

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1-2 Shift Solenoid (SS) Control Circuit	<b>P0753</b>	1-2 Shift Solenoid (SS) Control Circuit	$8V \leq \text{System Voltage} \leq 18V$  Engine Speed > 500 RPM for 5 seconds and Not in Fuel Cut Off  The Ignition Switch is in the ON position	Every 100 milliseconds the circuit is tested and if an open or short condition is detected a Fail Counter is incremented.  If the Fail Counter $\geq 43$ Counts out of 50 Counts, then the DTC will set.	Fault Active This Key On (FATKO)  Max Line Pressure  Inhibit 3-2 Downshift if Vehicle Speed > 30 mph  Inhibit Driver Shift Control  Freeze Adapts	Type B  MIL Illuminated – 2 <sup>nd</sup> consecutive trip with fail reported  No DIC Message



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2-3 Shift Solenoid (SS) Valve Performance – No First or Second Gear	<b>P0756</b>	2-3 Shift Solenoid (SS) Valve Performance – No First or Second Gear	No VSS DTCs No Transmission ISS DTCs No TCC System Stuck On DTC No Shift Solenoid Electrical DTCs No TCC Solenoid Electrical DTCs 8V ≤ System Voltage ≤ 18V Engine Speed > 500 RPM for 5 seconds and Not in Fuel Cut Off 20° C ≤ TFT ≤ 130° C 150 RPM ≤ Transmission ISS ≤ 8000 RPM Transmission OSS ≥ 300 RPM	<b>SS Fail Case 5</b> <ul style="list-style-type: none"> <li>Time Since Last Gear Selector Range Change ≥ 1 second</li> <li>TP ≥ 10%</li> <li>60 lb ft ≤ Engine Torque ≤ 200 lb ft</li> <li>Transmission OSS ≥ 100 RPM</li> <li>-8191 RPM ≤ TCC Slip Speed ≤ 8191 RPM (cal'd out)</li> <li>1st Gear is Commanded</li> <li>0.65 ≤ Gear Ratio ≤ 0.75 (4th Gear Ratio)</li> <li>The above conditions are true for 1 second</li> </ul> <b>SS Fail Case 6</b> <ul style="list-style-type: none"> <li>Time Since Last Gear Selector Range Change ≥ 1 second</li> <li>TP ≥ 10%</li> <li>60 lb ft ≤ Engine Torque ≤ 200 lb ft</li> <li>2nd Gear is Commanded</li> <li>0.95 ≤ Gear Ratio ≤ 1.05 (3rd Gear Ratio)</li> <li>The above conditions are true for 1 second</li> <li>If both SS Fail Case 5 and SS Fail Case 6 are true, then increment Fail Counter.</li> </ul> DTC will set when Fail Counter = 2	Fault Active This Key On (FATKO) Max Line Pressure Default Gear (3 <sup>rd</sup> ) Commanded Inhibit Driver Shift Control Freeze Adapts	Type A MIL Illuminated – 1st trip with fail reported No DIC Message

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2-3 Shift Solenoid (SS) Valve Performance – No Third or Fourth Gear	<b>P0757</b>	2-3 Shift Solenoid (SS) Valve Performance – No Third or Fourth Gear	No VSS DTCs No Transmission ISS DTCs No TCC System Stuck On DTC No Shift Solenoid Electrical DTCs No TCC Solenoid Electrical DTCs  $8V \leq \text{System Voltage} \leq 18V$ Engine Speed > 500 RPM for 5 seconds and Not in Fuel Cut Off $20^{\circ} C \leq \text{TFT} \leq 130^{\circ} C$ $150 \text{ RPM} \leq \text{Transmission ISS} \leq 8000 \text{ RPM}$ Transmission OSS $\geq 300 \text{ RPM}$	<u><b>SS Fail Case 7</b></u> <ul style="list-style-type: none"> <li>Time Since Last Gear Selector Range Change <math>\geq 1</math> second</li> <li>TP <math>\geq 10\%</math></li> <li><math>20 \text{ lb ft} \leq \text{Engine Torque} \leq 200 \text{ lb ft}</math></li> <li>3rd Gear is Commanded</li> <li><math>1.52 \leq \text{Gear Ratio} \leq 1.62</math></li> <li>(2nd Gear Ratio)</li> <li>The above conditions are true for 1 second</li> </ul> <u><b>SS Fail Case 8</b></u> <ul style="list-style-type: none"> <li>Time Since Last Gear Selector Range Change <math>\geq 1</math> second</li> <li>TP <math>\geq 5\%</math></li> <li><math>0 \text{ lb ft} \leq \text{Engine Torque} \leq 1300 \text{ lb ft}</math></li> <li>4th Gear is Commanded</li> <li><math>1.80 \leq \text{Gear Ratio} \leq 2.97</math></li> <li>(1st Gear Ratio with extended lower limit)</li> <li>The above conditions are true for 1 second</li> <li>If both SS Fail Case 7 and SS Fail Case 8 are true, then increment Fail Counter.</li> </ul> DTC will set when Fail Counter = 1	Fault Active This Key On (FATKO) Max Line Pressure  Inhibit TCC Inhibit Driver Shift Control Limit Gear Freeze Adapts	Type A MIL Illuminated – 1st trip with fail reported  No DIC Message

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2-3 Shift Solenoid (SS) Control Circuit	<b>P0758</b>	2-3 Shift Solenoid (SS) Control Circuit	$8V \leq \text{System Voltage} \leq 18V$  Engine Speed > 500 RPM for 5 seconds and Not in Fuel Cut Off  The Ignition Switch is in the ON position	Every 100 milliseconds the circuit is tested and if an open or short condition is detected a Fail Counter is incremented.  If the Fail Counter $\geq 43$ Counts out of 50 Counts, then the DTC will set.	Fault Active This Key On (FATKO)  Max Line Pressure  Default Gear (3 <sup>rd</sup> ) Commanded  Open/Short to volts condition 3 <sup>rd</sup> gear ratio  Short to ground conditions 2 <sup>nd</sup> gear ratio  Inhibit TCC  Inhibit Driver Shift Control  Freeze Adapts	Type A  MIL Illuminated – 1st trip with fail reported  No DIC Message
Torque Converter Clutch (TCC) Pulse Width Modulation (PWM) Solenoid Control Circuit	<b>P2761 (p1860)</b>	Torque Converter Clutch (TCC) Pulse Width Modulation (PWM) Solenoid Control Circuit	$8V \leq \text{System Voltage} \leq 18V$  Engine Speed > 500 RPM for 5 seconds and Not in Fuel Cut Off  $70\% \leq \text{TCC Duty Cycle} \leq 10\%$	Every 100 milliseconds the circuit is tested and if an open or short condition is detected a Fail Counter is incremented.  If the Fail Counter $\geq 43$ Counts out of 50 Counts, then the DTC will set.	Fault Active This Key On (FATKO)  Inhibit TCC  Inhibit Driver Shift Control  Inhibit 4 <sup>th</sup> Gear in Hot Mode  Freeze Adapts	Type B  MIL Illuminated – 2 <sup>nd</sup> consecutive trip with fail reported  No DIC Message

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Torque Converter Clutch (TCC) Release Switch Circuit	<b>P1887</b>	Torque Converter Clutch (TCC) Release Switch Circuit	No Transmission ISS DTCs No TCC Solenoid Electrical DTCs  Engine Speed > 500 RPM for 5 seconds and Not in Fuel Cut Off  30 lb ft ≤ Engine Torque ≤ 300 lb ft  TCC is commanded On  -20 RPM ≤ TCC Slip Speed ≤ 60 RPM  15 psi ≤ TCC Pressure ≤ 120 psi	If the TCC Release Switch is Open (indicating TCC is not applied) for 6 seconds, then increment Fail Counter.  DTC will set when Fail Counter = 2	Fault Active This Key On (FATKO)  Inhibit TCC  Inhibit 4 <sup>th</sup> Gear in Hot Mode  Freeze Adapts	Type B  MIL Illuminated – 2 <sup>nd</sup> consecutive trip with fail reported  No DIC Message

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<p><b><u>Class 2 Device Control Overrides:</u></b></p> <ul style="list-style-type: none"> <li>• Abort 2-1 Class 2 controlled downshift if Vehicle Speed &gt; 32 mph</li> <li>• Abort 3-2 Class 2 controlled downshift if Vehicle Speed &gt; 65 mph</li> <li>• Abort all Class 2 commanded shifts if Vehicle Speed &gt; 65 mph</li> <li>• Abort all Class 2 commanded shifts if Engine Speed &gt; 4200 rpm</li> <li>• Abort TCC Class 2 control if the TCC has been commanded off for &gt; 5 minutes.</li> <li>• Abort Class 2 Force Motor control if Engine Speed &gt; 1500 rpm if the transmission is in P/N</li> <li>• Disallow Class 2 Force Motor control of &gt; 1.2 amps</li> <li>• Disallow Class 2 Force Motor control of &lt; 0.1 amps</li> </ul>	<p><b>DTC Group</b>  <b>DTC Number</b></p> <p>Mass Air Flow (MAF)  P0101-P0102-P0103</p> <p>Manifold Absolute Pressure (MAP)  P0105-P0106-P0107-P0108 - P1106-P1107</p> <p>Engine Coolant Temperature (ECT)  P0115-P0116-P0117-P0118-P0125-P0126-P0128</p> <p>Throttle Position (TP)  P0120-P0121-P0122-P0123-P0220-P0221-P0222-P0223  P0225-P0226-P0227-P0228-P1120-P1121-P1122-P1125</p> <p>Accelerator Pedal Position (APP)  P1280-P1281-P1282-P1283-P1285-P1286-P1287-P1288</p> <p>System Voltage  P0560-P0562-P0563</p> <p>The above is an all-inclusive list of engine side P-codes that disable transmission side diagnostics.</p>
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**\* Transmission Temperature Default - the following is used to determine a Default Trans. Temp. for transmission operation and running the diagnostics.**

- 1) If a Coolant Temp. DTC is set, Default Trans. Temp. is set to 131 C.
- 2) If Coolant Temp. is  $\geq 115$  C, Default Trans. Temp. is set to 131C.
- 3) If Engine Run Time is  $\leq 180$  seconds, Default Trans. Temp. is set to the value of Intake Air Temp. saved at startup.  
(If a IAT DTC is set, Default Trans. Temp. is set to 0 C.)
- 4) If Engine Run Time  $\geq 180$  seconds and Coolant Temp. is between 45 C and 115 C, Default Trans. Temp. to one of the following:
  - Coolant Temp. minus 10 C, if startup IAT is  $\leq 0$  C
  - Coolant Temp. plus 10 C, if startup IAT is  $\geq 28$  C
  - Coolant Temp., if startup IAT is between 0 C and 28 C or a IAT DTC is set.
- 5) If Engine Run Time is  $\geq 180$  seconds and Coolant Temp.  $\leq 45$  C, Default Trans. Temp. is set to 12 C.

**\*\* Force Motor Diagnostic Retest Mode - an attempt to prevent transients from keeping the Force Motor off for the entire ignition cycle.**

- 1) When a Force Motor Circuit fault is detected, the Force Motor is shut off and the P0748 Diagnostic code is set
- 2) After being shut off for 2 seconds, the Force Motor is turned on at 0.1 amps to retest the circuit
- 3) If during the retest period (5 seconds) a fault is detected, the circuit is turned off for another 2 seconds before reentering the retest mode. If a circuit fault is detected 5 times in the retest mode without returning to normal operation, the circuit is turned off for the remainder of that ignition cycle.
- 4) During the retest period (0.1 amp commanded), if no circuit faults are detected for the entire 5 seconds period, the Force Motor is returned to normal operation and the P0748 diagnostic is passed.
- 5) If 3 circuit faults are detected in normal operation, the Force Motor is turned off for the remainder of that ignition cycle and the P0748 diagnostic remains active.