



## Technical Service Bulletin

<b>GROUP</b> RECALL	<b>NUMBER</b> 24-01-022G
<b>DATE</b> MARCH 2024	<b>MODEL(S)</b> GV70 (JK1a)

**SUBJECT:** TRANSMISSION CONTROL HARNESS/E-MODULE CONNECTOR & PIN REWORK (RECALL 020G)

### ★ IMPORTANT

Vehicle repairs related to safety recalls are critically important and must be performed properly in accordance with TSB procedures. Review this bulletin in its entirety prior to beginning any repair work.

As required by federal law, retailers must not deliver new vehicles for sale or for lease to guests until all open recalls have been performed. Retailers must also perform all open recalls on used vehicles, demo, and rental vehicles prior to placing them into guest use and whenever an affected vehicle is in the shop for any maintenance or repair.

Access the "Vehicle Information" screen via WebDCS to identify open recalls.

**Description:** Certain GV70 vehicles may be equipped with control wiring harness connectors that may be susceptible to water inflow due to incorrect installation of the connector blanking pins at the supplier. Water inflow could lead to an electrical short, resulting in an abnormal signal, Malfunction Indicator Light (MIL) ON, and/or the system to shift the transmission to Neutral when the vehicle is in Park. Unexpected vehicle movement can increase the risk of a crash or injury.



Follow the service procedure outlined in this bulletin to inspect the E-module connector and transmission control harness connector for corrosion. If no corrosion is found, complete the rework outlined for the blanking pin.

If corrosion is found on either the E-module connector and/or the control harness connector, reassemble the components such as to provide a means of placing the vehicle in Neutral (N) gear. Safely move the vehicle to a suitable location until a remedy procedure for harness and E-module replacement is available.

### Applicable Vehicles (Certain):

- 2024MY GV70 (JK1a) produced from 05/10/2023 - 02/25/2024

**SUBJECT:**TRANSMISSION CONTROL HARNESS/E-MODULE  
CONNECTOR & PIN REWORK (RECALL 020G)**Suggested Tool:**

Name	Part Number	Figure	Remarks
GIT Borescope	G0DKDNN039		<p>This suggested tool, in conjunction with the STUI application, will be utilized to inspect and capture an image of the male E-Module connector as it is in an out-of-view location.</p> <p>This tool is available for purchase through GIT America at (833) 681-3926.</p> <p>If a borescope is not used for this case, a mirror and camera can be used as an alternative.</p>
Long Clip Tool	—		<p>This suggested and locally sourced tool will be utilized to detach/secure a hard-to-reach harness clip on top of the transmission housing.</p>

**Warranty Information:**

Model	Op. Code	Operation	Op. Time	Causal Part	Nature Code	Cause Code
GV70 (JK1a)	41DA03R0	Corrosion Inspection & Connector Pin Rework	1.2 M/H	91400-IY070	B33	ZZ7

**NOTE 1:** Submit claim on Claim Entry Screen as “Campaign” type.**NOTE 2:** If a part is found in need of replacement while performing this recall and the affected part is still under warranty, submit a separate claim using the same repair order. If the affected part is out of warranty, submit a Prior Approval request for goodwill consideration prior to performing the work.**NOTE 3:** This TSB includes Repair validation photos. Op times include VIN, Mileage, and Repair validation photos as outlined in the Digital Documentation Policy.

## Service Procedure:

**STUI**

This TSB includes Repair validation photos. Refer to the latest Warranty Digital Documentation Policy for requirements.

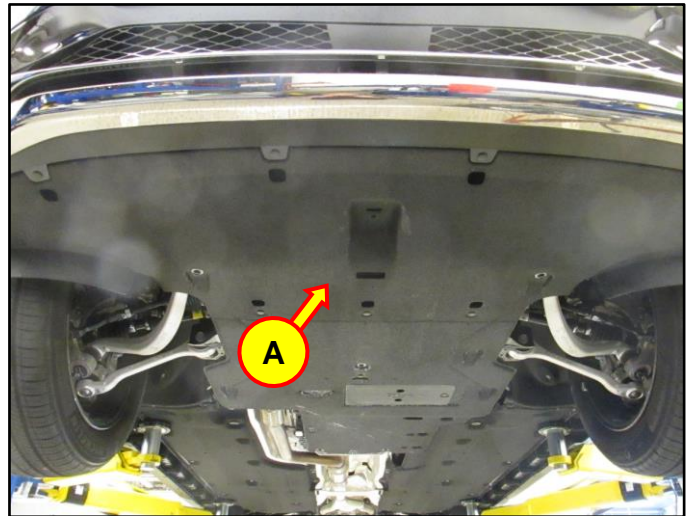
**i** Information

Refer to the QR code or link below for guided video information:

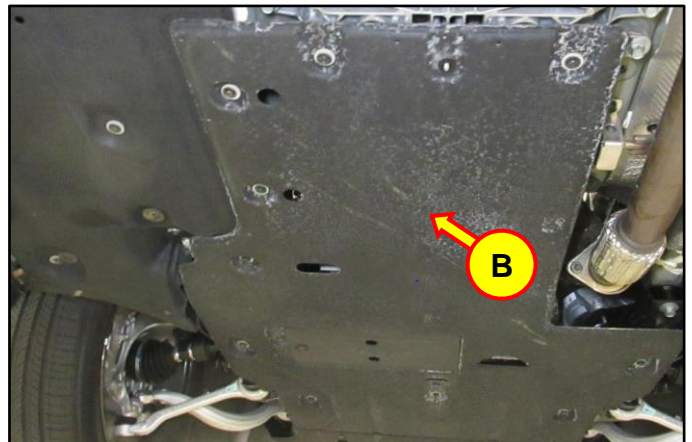
<https://vimeo.com/920589165/22e1468e6a>



1. Move the vehicle to a hoist.  
Disconnect the negative (-) battery cable.  
Raise the vehicle on a hoist.  
Remove the clips and remove the lower engine cover (A) to access the transmission area.



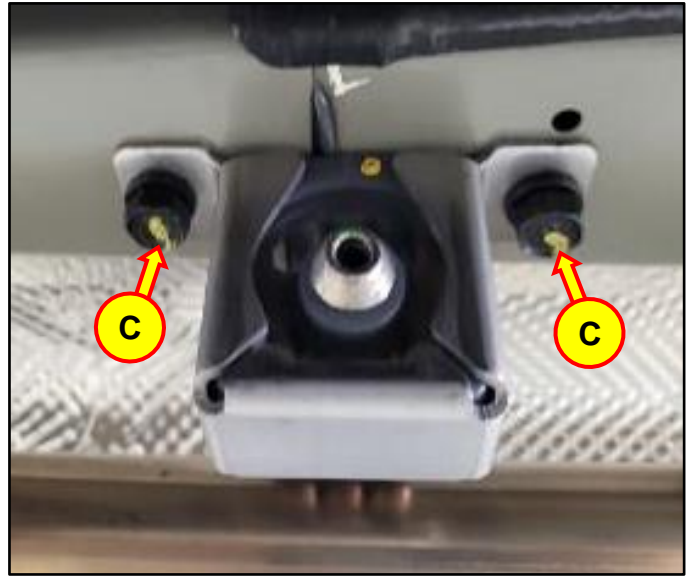
2. Remove the bolts and remove the undercover below the transmission (B).



3. Remove the bolts for the exhaust hanger(s) (C).
  - 2.5T: 1 hanger
  - 3.5T: 2 hangers

**Tightening Torque:**

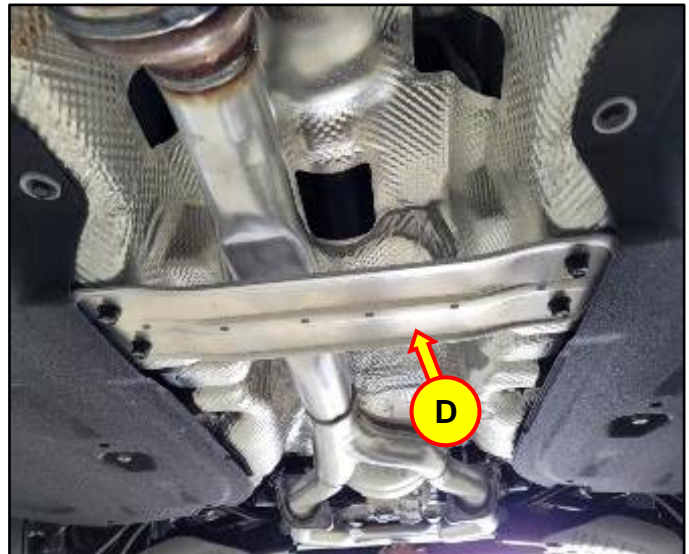
lb-ft	25
N.m	34



4. Remove the crossbar support (D).

**Tightening Torque:**

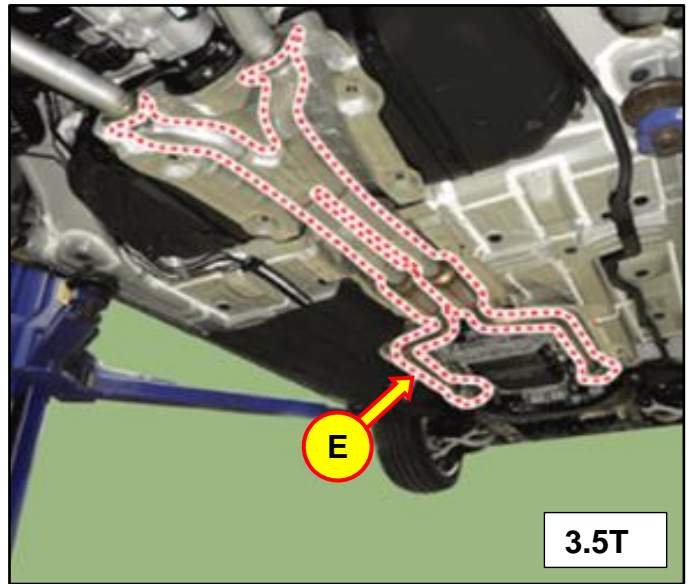
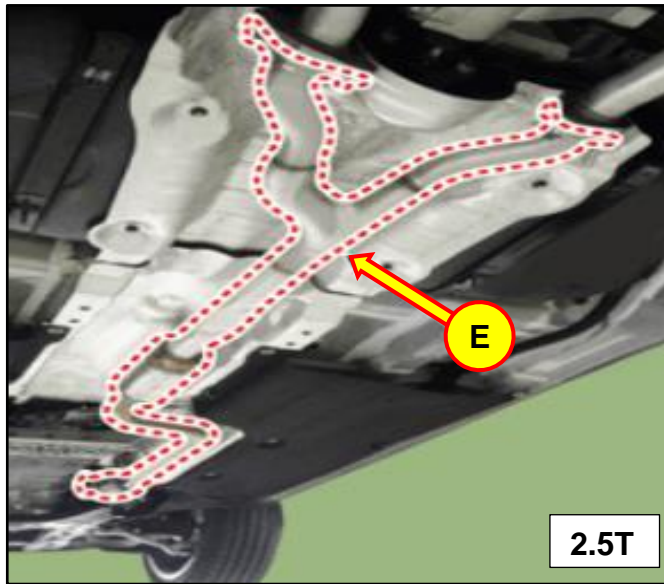
lb-ft	25
N.m	34



5. Remove the center exhaust section (E) as defined by the illustrations below.

**Tightening Torque:**

lb-ft	39
N.m	53



- Remove the heat shield over the propeller shaft (F) to access the propeller shaft support.



- Remove the bolts securing the propeller shaft support (G). This will allow the propeller shaft to lower slightly to enable lowering the transmission.

**Tightening Torque:**

lb-ft	42
N.m	56



8. Use a transmission jack or screw jack and position it under the cross member.

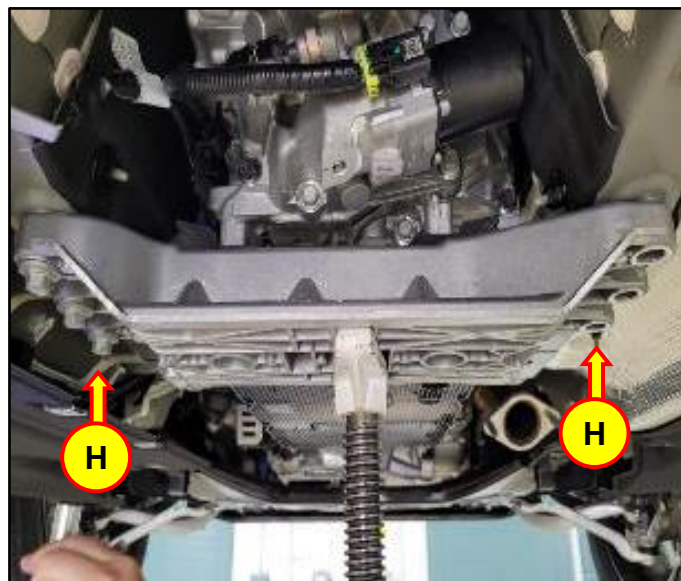
Remove the bolts (H) securing the transmission cross member.

**Tightening Torque:**

lb-ft	49
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N.m	66
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Lower the transmission about 2~3 inches to allow for removal of components and to access the harness for inspection and rework.



9. Disconnect the park switch connector (I).



10. Insert a pin, allen/hex key or suitable bolt (J) to prevent lever movement. Remove the retaining nut and washer (K). Remove the lever.

**Tightening Torque:**

lb-ft	15
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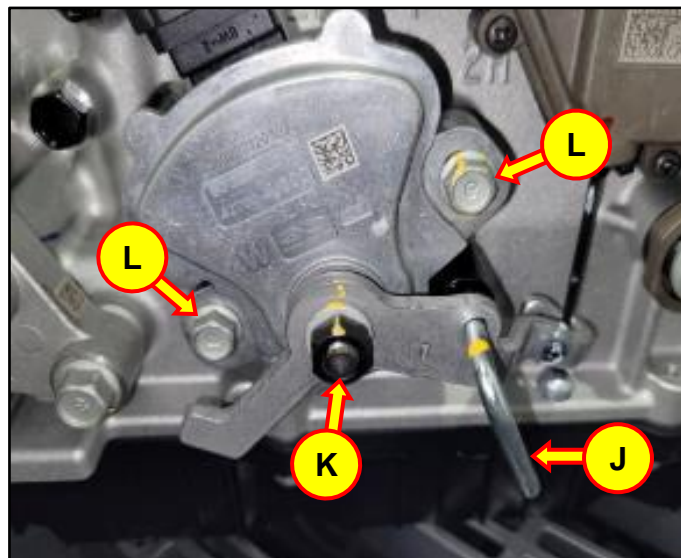
N.m	21
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Remove 2 bolts (L). Remove the park switch.

**Tightening Torque:**

lb-ft	8
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N.m	11
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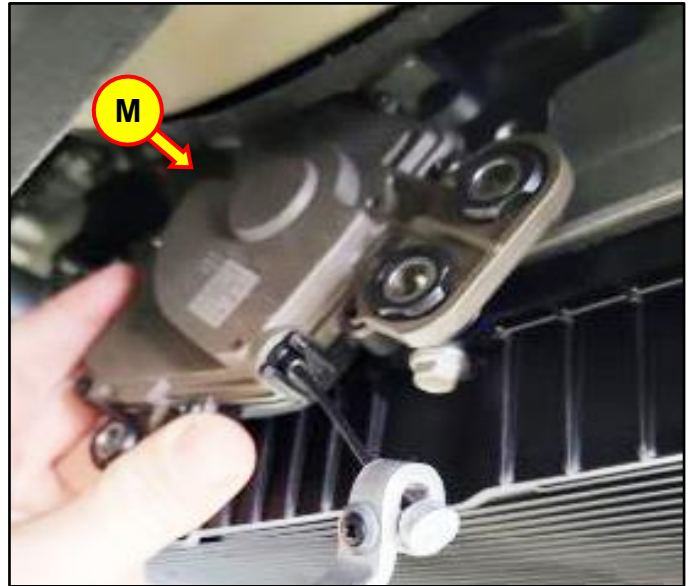
11. Disconnect the park actuator connector (M).  
Remove the 3 bolts and remove the park actuator.

**Tightening Torque:**

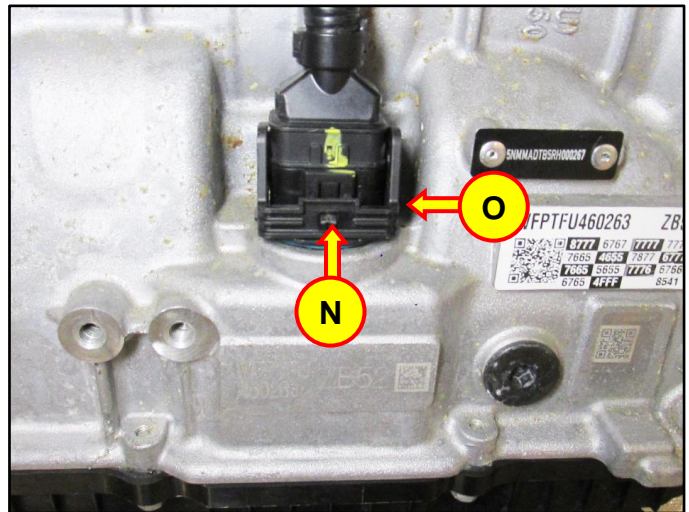
lb-ft	8
N.m	11

***i* Information**

Rotate the park actuator counterclockwise to provide enough clearance for removal.



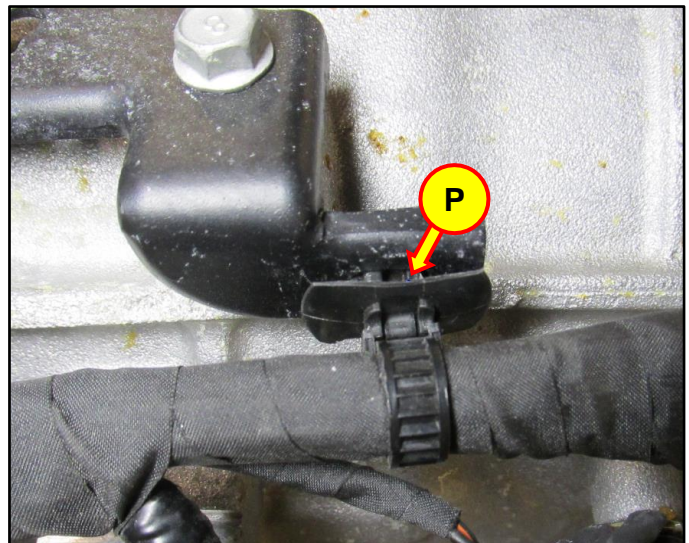
12. Reach up the side on the transmission and push in the tab (N) on the lever.  
Pull up on the lever (O) and disconnect the E-Module connector.



13. Reach up on top of the transmission and use a long clip tool to pinch the tab (P).  
Disconnect the harness from the bracket. This will allow additional slack in the harness for connector access.

**NOTE:** This harness mounting clip is difficult to access due to the location on top of the transmission housing. A long clip tool is suggested to aid in removal/installation.

**Suggested Tool:**  
**Long Clip Tool**

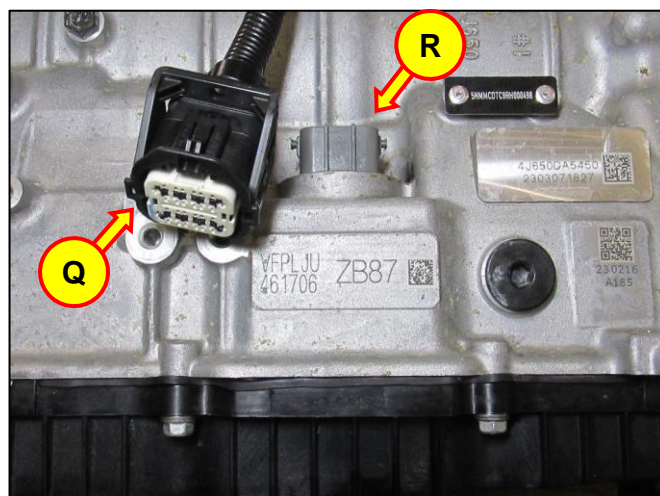


**SUBJECT:**

**TRANSMISSION CONTROL HARNESS/E-MODULE  
CONNECTOR & PIN REWORK (RECALL 020G)**

14. Gently maneuver the E-module female connector (Q) down and inspect for corrosion on pins.



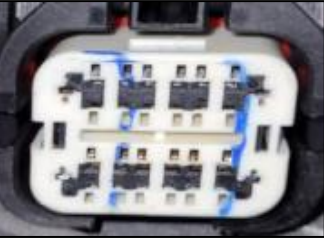
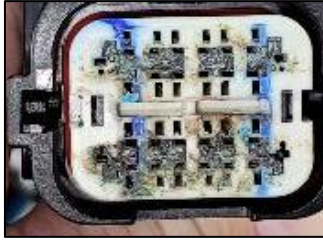
Using a mirror or borescope, inspect the E-module male connector (R) for corrosion on pins.



***i* Information**

Refer to the examples in Step 15 below.

- 15.

<b>E-module Male Connector</b>	<b>OK – No corrosion</b>	<b>NG - Corrosion</b>
Inspect the male connector for corrosion as shown to the right.		
<b>E-module Female Connector (Harness)</b>	<b>OK – No corrosion</b>	<b>NG - Corrosion</b>
Inspect the female connector for corrosion as shown to the right.		



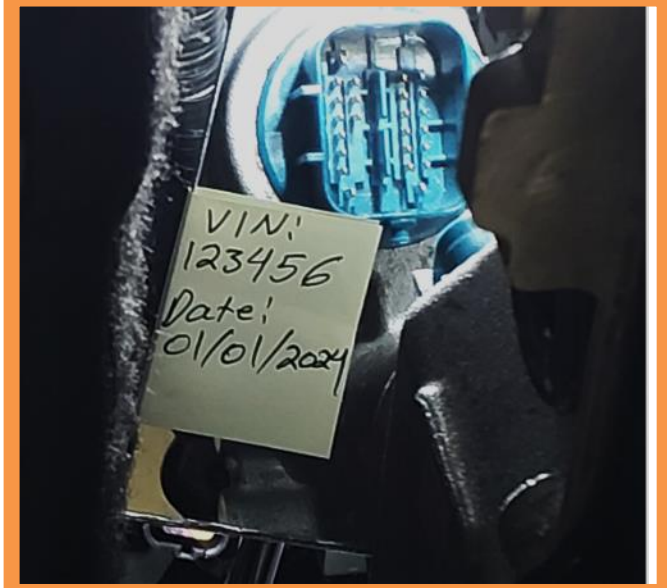
## STUI



Using STUI, take a photo with either a borescope or camera and mirror of the E-module male connector with the last 6 digits of the VIN and the date of repair on a piece of paper.

**HINT:** Attach the sticky note to a mirror with the VIN and date of repair and take a photo of the E-module male connector on top of the transmission.

Upload the photo to STUI.

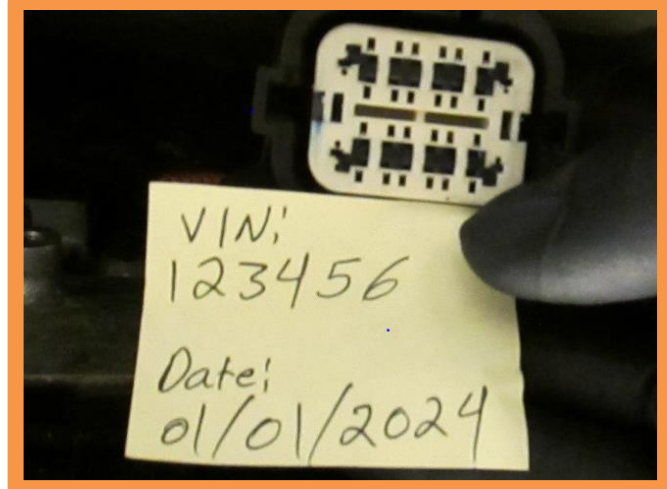


## STUI



Using STUI, take a photo of the E-Module female connector with the last 6 digits of the VIN and the date of repair on a piece of paper.

Upload the photo to STUI.



## NOTICE

If any corrosion is found on either of the E-module connectors shown above: Reassemble the components such as to provide a means of placing the vehicle in Neutral (N) gear. Safely move the vehicle to a suitable location until a remedy procedure for harness and E-module replacement is available.

If corrosion is **not** found on **both** of the E-module connectors shown above: **Go to steps 16~20 and complete the Pin Rework Procedure.**



## Information

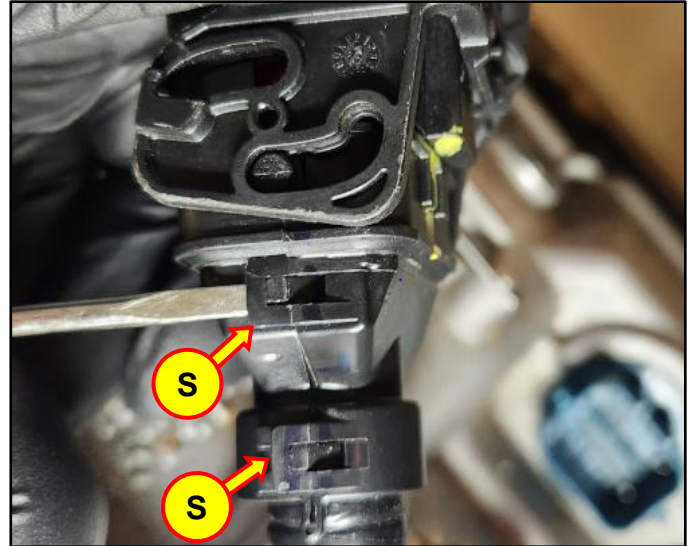
If corrosion is found on either connector, **both** connectors must be replaced. This requires replacement of the control harness and E-module. The remedy procedure for replacement will be provided once available.

**Pin Rework Procedure:**

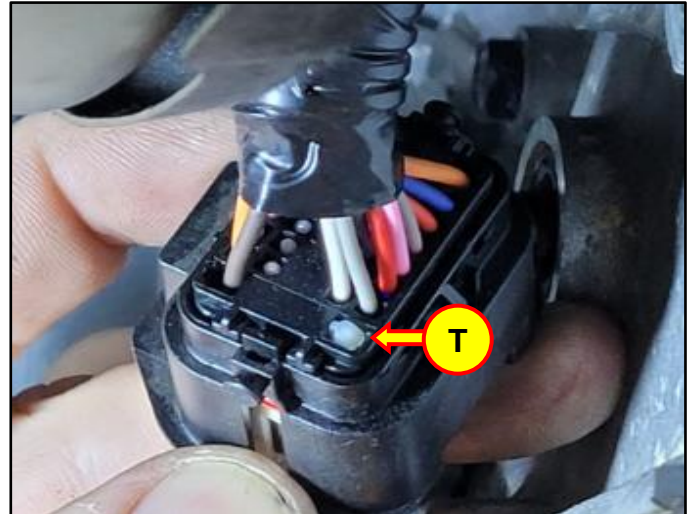
16. Use a small screwdriver to disconnect 2 locking tabs (S).

Rotate the connector and disconnect 2 more locking tabs.

Remove the cover for the connector.



17. Follow the steps below to remove and correctly reinstall the blanking pin (T).

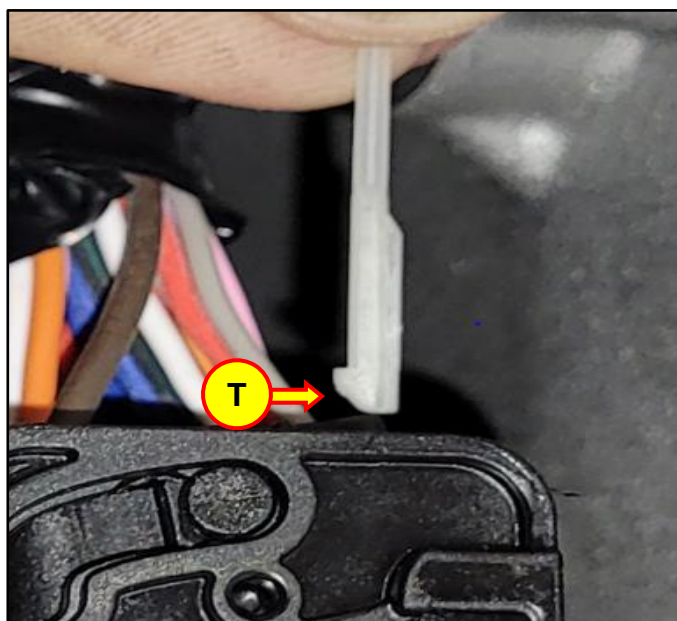


18. From the connector side, push the plastic blanking pin out of the connector.

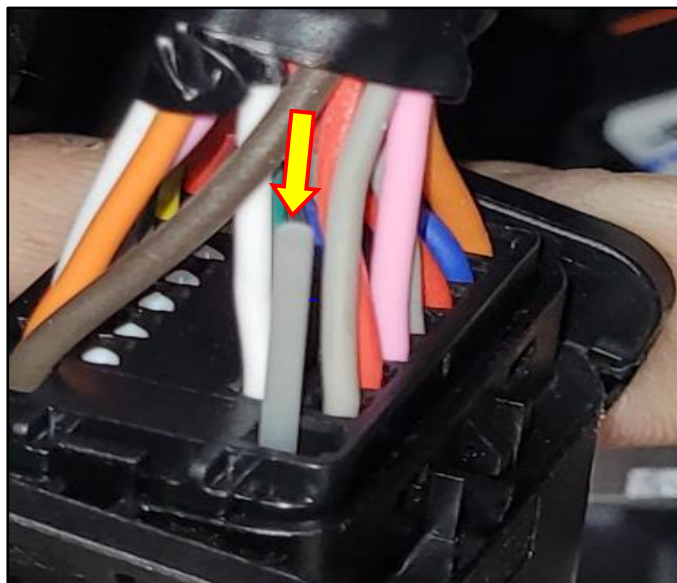
Remove the plastic blanking pin by pulling it out of the back of connector as shown.



19. Confirm the blanking pin (T) is installed with the tab facing the brown wire in the opposing corner of the connector.



20. Push the blanking pin down until it clicks and is flush with the top of the connector.



21. Verify proper repair by referencing the correctly installed pin (T) in the image to the right.



22.

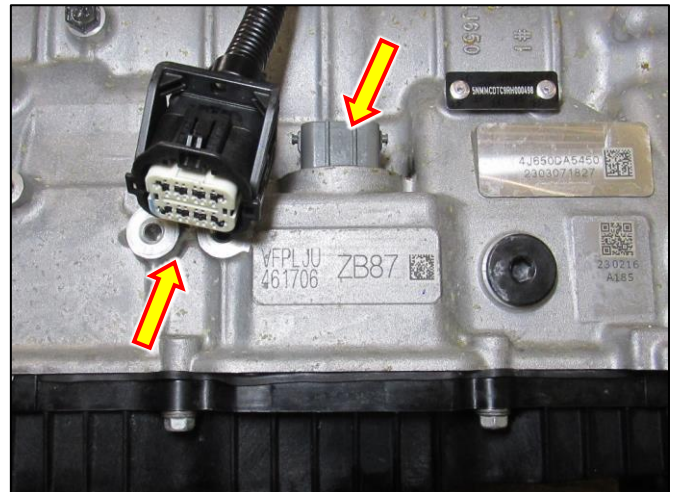
**STUI**



Using STUI, take a photo of the harness connector wiring side with the blanking pin (T) correctly installed. Include the last 6 digits of the VIN and the date of repair on a piece of paper. Upload the photo to STUI.



23. Use compressed air to blow out any debris or residual moisture in both the E-Module male and female connectors. Reconnect E-Module.



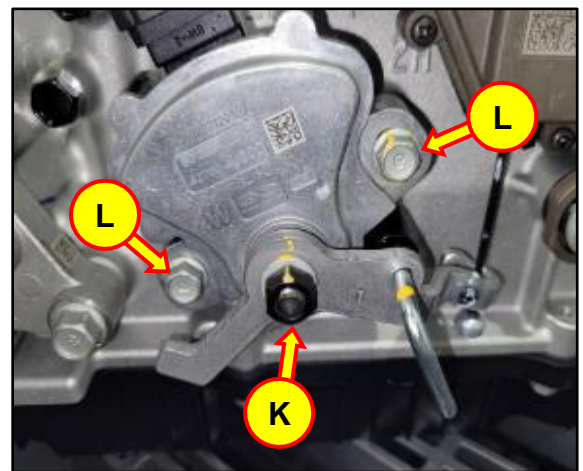
24. Reinstall all remaining parts in the reverse order of removal. Observe Step #10 and ensure the park switch is reassembled in the original orientation by aligning the fastener markings with the mounting bolts.

**Tightening Torque (K):**

lb-ft	15
N.m	21

**Tightening Torque (L):**

lb-ft	8
N.m	11



25. After completion, clear DTC(s) using GDS diagnostic scan tool.

***i* Information**

The procedure described above may have caused DTC(s) to set.

26. The service procedure is complete.