



**IMPORTANT SERVICE
INFORMATION FOR:**

- ✓ SERVICE MANAGER
- ✓ SERVICE ADVISOR
- ✓ WARRANTY PERSONNEL
- ✓ TECHNICIAN
- ✓ PARTS DEPARTMENT

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TRANSMISSION

DTC P0707 INHIBITOR SWITCH LOW VOLTAGE – IMPROVED DIAGNOSIS

AFFECTED VEHICLES

- 2007-2017MY Isuzu N-Series
 - 2007-2010MY Chevrolet/GMC W-Series
- Equipped with AISIN Automatic Transmission

This bulletin supersedes information bulletin IB15-K-002. This bulletin is being revised to update Model Years. Please discard previous bulletin IB15-K-002.

INFORMATION

An investigation of inhibitor switches (replaced for DTC P0707) returned to the Warranty Parts Center has identified a high frequency of switches being replaced with “**no trouble found**” (NTF). The most likely root causes of the P0707 DTC are an open F-18 fuse or a stretched and/or improperly adjusted shift cable.

In order to better service the customer and to stop the unnecessary replacement of inhibitor switches, Isuzu recommends that technicians first check the F-18 fuse, then check, and if necessary, adjust the shift cable **before** diagnosing DTC P0707.

For the N-Series Stripped Chassis (Reach) - If the F-18 fuse is found to be open, refer to bulletin number IB14-N-002.

The shift cable adjustment procedure is provided below for your reference. If additional information is required, refer to the appropriate service manual.

If the DTC resets after performing the above checks, follow the diagnostic chart for P0707 in the appropriate service manual.

SHIFT CABLE ADJUSTMENT PROCEDURE (excluding N-Series Stripped Chassis)

1. Apply the parking brake.
2. Ensure that the control lever is in the Neutral (N) position.
3. Using a scan tool, make sure the transmission range (TR) switch parameter displays (N) in the TCM Transmission Data screen.
4. Loosen both turn buckle lock nuts.

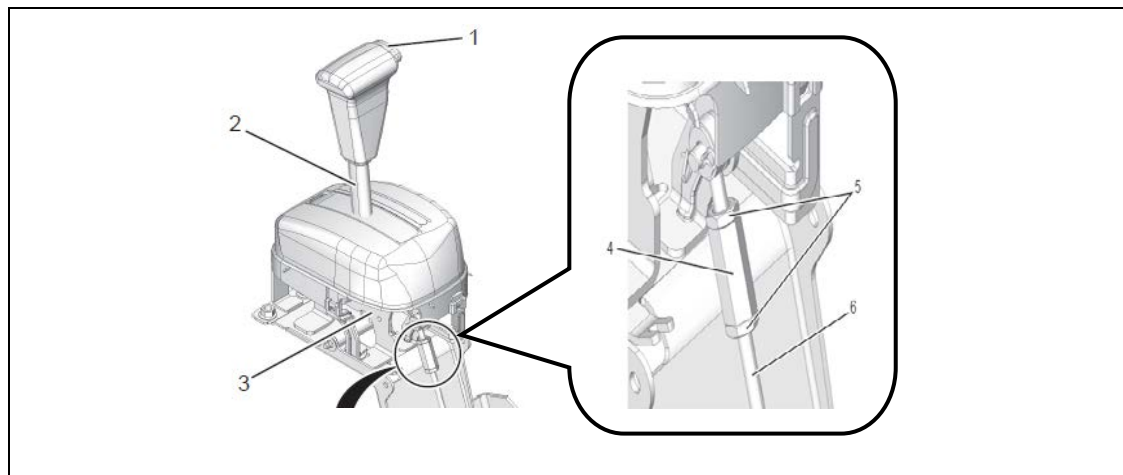


Figure 1

1. Selector Button
2. Control Lever
3. Detent Plate
4. Turn Buckle
5. Lock Nut
6. Cable Rod

5. Adjust the control cable length by rotating the turn buckle until the pin touches the upper-right corner of the detent plate.

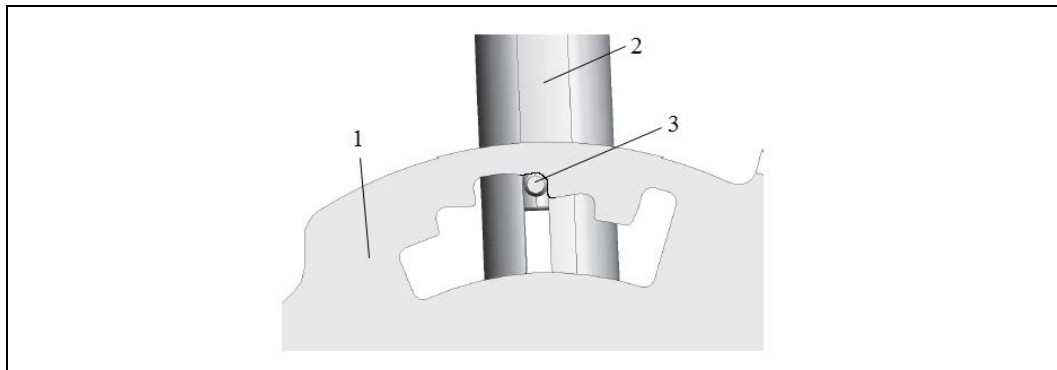


Figure 2

1. Detent Plate
2. Control Lever
3. Pin

6. Push and release the selector button of the control lever three (3) times and confirm that the pin can smoothly operate without any interference with the detent plate.
7. Tighten the turn buckle lock nuts to the specified torque:
 - a. **Tightening Torque:** Lock Nut 6 Nm (52 lb in).
8. Shift through all of the positions and confirm that the selector button operation and pin movement operate smoothly without any interference between the pin and the detent plate.
9. If there is any irregularity of operation from Step 8, repeat Steps 1 through 7 until there is smooth operation.
10. Turn the ignition switch to the ON position and confirm there is no discrepancy of the shift position between the MID and the control lever indicator.