



Service Bulletin

Bulletin No.: 19-NA-153

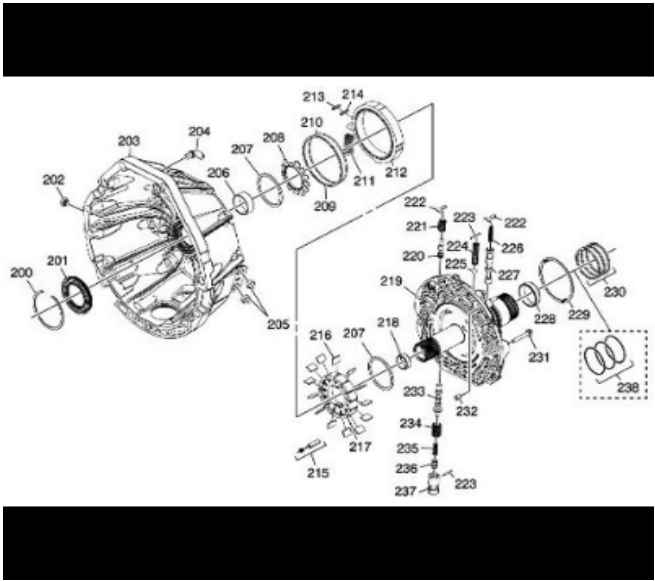
Date: December, 2019

TECHNICAL

Subject: Malfunction Indicator Lamp (MIL) Illuminated - DTC P0741 Set

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Colorado	2016	2019				MYB, MYC, MYD
	Express	2014					
	Silverado		2018				
	Silverado LD	2019	2019				
	Silverado 1500 (New Model)						
	Suburban						
	Tahoe	2014					
GMC	Canyon	2016	2019				
	Savana	2014					
	Sierra		2018				
	Sierra Limited	2019	2019				
	Sierra 1500 (New Model)						
	Yukon	2014					

Involved Region or Country	North America
Condition	Some customers may comment that the MIL is illuminated. Some technicians may find DTC P0741 (Torque Converter Clutch (TCC) System Stuck Off) set as an active or history code.

<p>Cause 1</p>	 <p style="text-align: right;">5448383</p> <p>This condition may be caused by a damaged turbine shaft front bushing (218) in vehicles with mileage less than 7,000 miles (approx. 11,000 km).</p> <p>⇒ The turbine shaft may also be damaged in the journal area that is in contact with this bushing.</p>
<p>Cause 2</p>	<p>This condition may be caused by a damaged clutch friction material in the torque converter in vehicles with mileage above 30,000 miles (approx. 48,000 km).</p>
<p>Correction</p>	<p>Perform a line pressure check.</p> <p>⇒ If the line pressure is low, check the trans pump for damage and refer to the latest version of P11447.</p> <ol style="list-style-type: none"> 1. Connect GDS to the vehicle for a road test. 2. Select TCM and navigate to the TCC dynamic test screen. 3. Drive the vehicle at approximately 10 mph (16 km/h) and command the TCC on and off several times. Note if the TCC engages; <p>⇒ Should feel TCC engagement and see tachometer drop.</p> <p>⇒ TCC slip speed will drop to near zero.</p> <ul style="list-style-type: none"> • If TCC does not engage, refer to SI for P0741 to test for circuit/electrical problem and/or sticking TCC apply valve. • If the TCC does engage, refer to the Service Procedure below.

Service Procedure

1. Replace the torque converter. Refer to *Torque Converter Replacement* in SI.



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2. Remove the transmission oil pan.
3. Inspect the magnet in the pan for excessive metal accumulation.
 - If there was no signs of metal in the oil pan, install the pan and no further work is required.
 - If there was excessive metal shaving in the oil pan magnet, continue to step 4.



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4. Remove the upper and lower valve body and clean thoroughly.
5. Inspect the TEHCM solenoid screen for debris:
 - If there was no signs of metal in the TEHCM, install the pan and no further work is required.
 - If there was excessive debris in the TEHCM, replace the TEHCM/solenoid valve body **Only** if there is debris on the screen as shown above and continue



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Do Not replace the pump if no signs of damage or excessive wear was not validated during inspection as shown above.



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Note: Refer to the latest version of PI1447 for possible bushing/shaft scoring. Replace parts as necessary.

Perform an inspection of the transmission pump for signs of excessive wear as shown above.

Replace pump components as necessary.

Parts Information

Note: Only select the parts that coincide with the repair performed.

Causal Part	Description	Part Number	Qty
X	CONVERTER, TORQ	Refer to EPC	1
N/A	COVER, A/TRNS FLUID PUMP		
N/A	ROTOR PKG, A/TRNS FLUID PUMP		
N/A	VALVE, CONT SOL		
N/A	HOUSING, T/CV		
N/A	Fluid, Transmission (DEXRON®VI)	88865601 (U.S.) 19367328 (Canada)	6-12.4 qts (5.7-11.7 liters)

Warranty Information

Note: Only select the labor operation number that coincide with the repair performed.

For vehicles repaired under the Powertrain coverage, use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
8464810	Torque Converter Replacement	Use the Published Labor Operations Time
8480848*	Diagnostic Test	0.5 hr
Add	Transmission Line Pressure Test	0.5 hr
Add	Pump Inspection	0.7 hr
Add	TEHCM Inspection and Cleaning	1.0 hr

*This is a unique Labor Operation for Bulletin use only.

Version	3
Modified	Released July 11, 2019 Revised August 07, 2019 - Add Utility models to the Model section. Revised November 26, 2019 - Added Cause 1 section.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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