

## STAR ONLINE PUBLICATION

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**Case Number:** S2021000003

**Release Date:** 05/07/2020

**Symptom/Vehicle Issue:** Check Engine Light Is On, Vehicle Speed May Be Limited, Shifting May Be Erratic

**Customer complaint/ technician observation:** Owner complains of a Check Engine Light that turns on, vehicle speed may be limited or erratic shifting concerns. Technician observed multiple DTC's that could be Active or Stored with the complaint: P0712, P0713, P0962, P0963, P0966, P0967, P0970, P0971, P0973, P0974 P0717, P07BF, P07C0, P0868, P0869, P0729, P0731, P0732, P0733, P0734, P0735, P0736, P1731, P2720, P2721, P2729, P2730, P2757, P2763, P2764, P2814, P2815, U0402.

**Repair Procedure:** Inspect the transmission housing main connector on the left side of the transmission housing located toward the rear of the transmission case. Inspect the connector for any signs of loose or pushed out terminals or poorly secured connectors Fig 1, 2, 3.



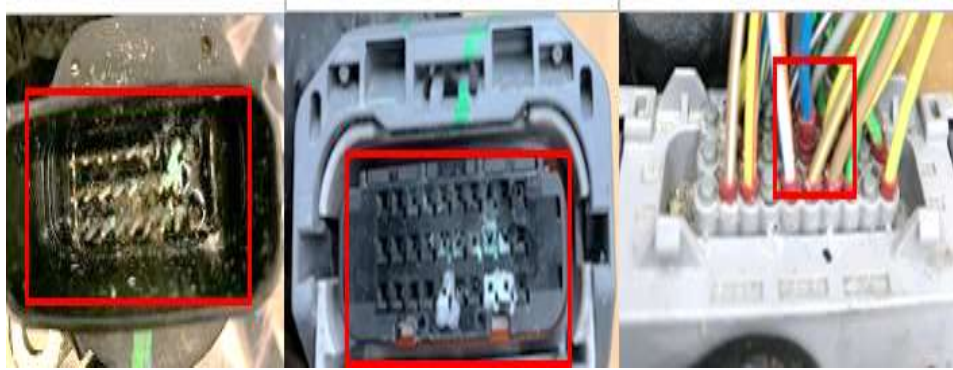
**Fig 1**

This document does not authorize warranty repairs. This communication documents a record of past experiences. STAR Online does not provide any conclusions about what is wrong with the vehicle. Rather, it captures all previous cases known that appear to be similar or related to the vehicle symptom / condition. You are the expert, and you are responsible for deciding on the appropriate course of action.

**Contact STAR Center, or your Technical Assistance Center Via TechCONNECT or eCONTACT ticket if no solution is found**

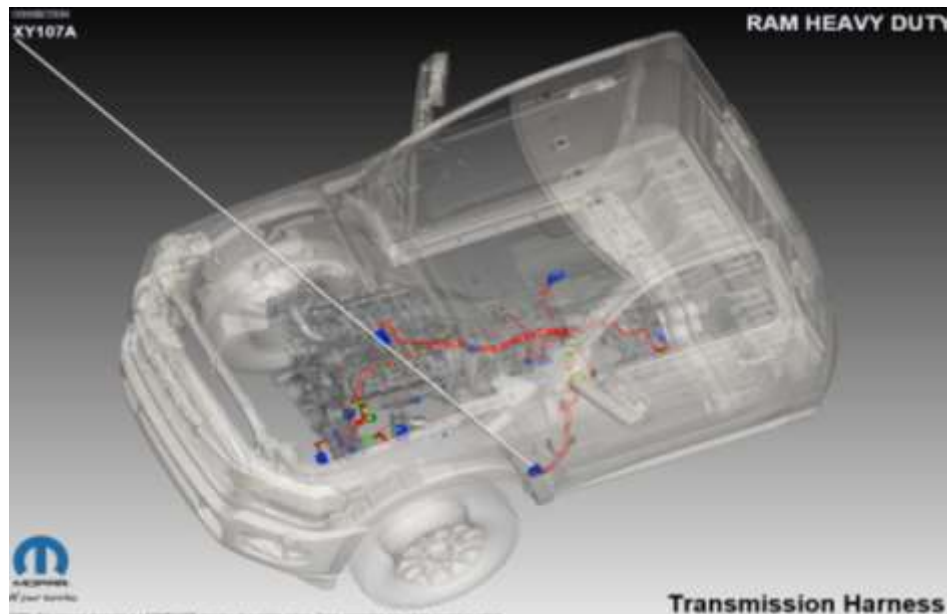
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### Transmission case connector



**Fig 2**

Clean, repair or replace any affected transmission case connectors using the FCA approved connector and circuit repair guidelines. Secure any pushed out terminals or weather seals to ensure no water entry. If no transmission case connector or terminal damage is located at the transmission case connector, inspect the inline harness connector XY107A – 34-way black connector at the location shown below for any potential suspect circuit terminal issues and repair as needed.



**Fig 3**

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